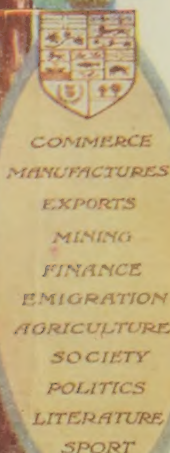


OPEN LETTER TO GENERAL CURRIE.

AN ILLUSTRATED WEEKLY JOURNAL

EDITED BY WALTER J. M. LEFROY.

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No. 721

SATURDAY, NOVEMBER 1, 1919. Vol. LVI.

9^D WEEKLY

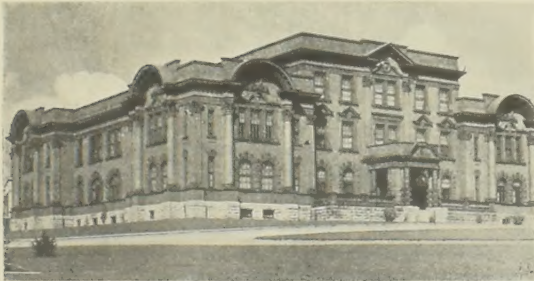
WITH THE PRINCE IN ONTARIO. (See page 127).



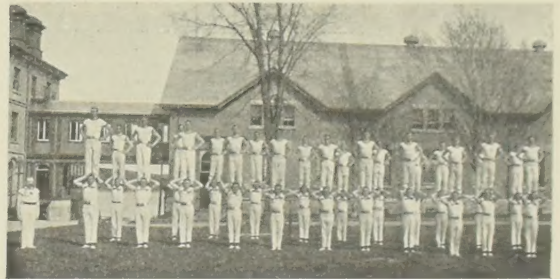
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The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated. Although verse is occasionally published, it is not specially desired, and is not paid for.

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ANOTHER SOLDIERS' PROBLEM.

OUT of the 400,000 Canadian soldiers who came overseas during the war approximately 15,000, or under 4 per cent., have taken their discharge in the Mother Country. The authorities were very wisely averse to giving discharge to their citizens on this side, but after the Armistice such strong arguments were found in favour of the relaxation of existing rules that a larger number of soldiers remained on this side than was perhaps originally anticipated.

When we consider how large was the proportion of British-born among the 400,000, and that in addition many men married on this side while in khaki, it is certainly not surprising that 4 per cent. of them should have elected to remain in the Mother Country. Although every possible care was taken that discharge should be granted only to those who could satisfy the authorities that they would not become a charge on the public, there are already signs that a number of these discharged men are to-day without employment and without means. There is reason to fear that the numbers will substantially increase during the coming winter, and the problem is made the more difficult by the recent statement of the President of the Board of Trade, who anticipates that there will be upwards of 1,000,000 Imperial soldiers in the ranks of the unemployed

this winter. It will be a grievous thing if many hundreds of Canadian soldiers should be walking the streets of Great Britain out of work and penniless. They can have no possible grievance against the Canadian Government, as they elected to take their discharge here and adduced satisfactory assurances that what has now befallen them would not come to pass. The problem of how these men are to be helped is a difficult one. They are eligible for the unemployment donation paid by the British Government for a year after their discharge, but in many cases this period is fast coming to an end. Except on the grounds of Canadian citizenship the unemployed soldier in Great Britain has no claim on the Canadian Government.

The Canadian Y.M.C.A. could have been very helpful in this matter, but its personnel has returned to Canada. If the indications which are reported to us are well founded, there will be a very urgent need before many months have passed for some bureau in London which can examine into cases of absolute distress and give help and assistance where it is justified. It might be that the Y.M.C.A. with its own funds or with assistance from the Canadian Patriotic Fund could meet the situation which we fear seems likely to arise. The suggestion is made that the matter could be partially solved if the Canadian Government could take over the Y.M.C.A. Hut at Grosvenor Gardens and run it for the benefit of men really in distress. If the situation we refer to is going to arise steps should be taken to deal with it now, as the good name of Canada must not be besmirched by scare-headings such as "Starving Canadian Soldiers" appearing in British newspapers.

The ultimate solution of the problem, we believe, lies in repatriation. When taking their discharge these Canadian citizens waived their right to repatriation at Government expense, but on the grounds of national dignity the Government will probably think it desirable to assist their return. The difficulty is that this would be neither advisable nor feasible till next spring.

— * * —

NOTES OF THE WEEK.

The Prince's Last Stage.

The Prince of Wales is now on the last stage of his Canadian tour. His experiences in Ontario have been on a par with those in the West. Everywhere he has been acclaimed with enthusiasm, expressive not only of his own personal popularity, but of loyalty to the Throne. His reception was naturally particularly cordial in the older-settled districts through which he passed last week, where the traditions and characteristics are so thoroughly English.

General satisfaction will be felt at the fact that it has been found possible to round off the Prince's Canadian tour with a three days' visit to the United States, despite the regrettable illness of President Wilson. Demonstrations given in honour of his Royal Highness by Americans at the border points of Niagara and Windsor were a foretaste of what awaits him when he actually touches American soil. Already the Press has paved the way for a warm welcome, and the Prince's graceful words at Windsor, where he referred to the friendliness between the two great English-speaking peoples, will make him still more acceptable to the citizens of the United States.

* * *

Lending and Saving.

The Victory Loan campaign has been in progress in various parts of Canada for some time, and especially in the East large amounts were promised considerably in advance of the official appeal. While opponents of the acquisition of the Grand Trunk are accused of endeavouring to prejudice the Loan, there can be little doubt that its terms will attract many small as well as large investors. It is important that the new Loan should be a success, since, in addition to the large obligations which it has already shouldered, the Dominion Government will have to face many extensive public undertakings in the immediate future.

Thrift is one of the virtues of which Canada eminently stands in need at the present day. Lending money to the Government in this way is, of course, one form of indi-

vidual saving, but further efforts are to be made at the beginning of the year. A National Thrift Week is projected, for the purpose of bringing home to the individual citizen the importance of continued thrift and economy. Among other points which are to be urged are the value of investing in War Savings Stamps and other Government securities, of life insurance, of a bank account, of making a will, of owning one's own home, and of the paying of one's bills promptly.

* * *

The Grand Trunk Bill. From many quarters very strong opposition has arisen in Canada to the Bill now before Parliament to purchase the Grand Trunk Railway. There has been a simmering opposition in certain sections of the Press ever since the Government took over the receivership of the Grand Trunk Pacific, but there has been no such influential and clearly-voiced opposition to the principle of Government purchase by business men until the present Bill was introduced.

It is a matter of surprise that the opposition now shown was not equally in evidence at the time of the taking over of the Canadian Northern Railway, because the arguments used by the opponents of the Bill to-day equally applied then. Government ownership was notoriously unsuccessful in the case of the Intercolonial Railway, and there were no good grounds for belief that by extending its commitments it would so reform its management as to make the enlarged system self-supporting. The enforced taking over of the Grand Trunk Pacific naturally led the Government to contemplate the expropriation of its parent system, but now that the people realise the vast extent of the Government commitments on railway nationalisation, the business community is not unnaturally alarmed. It remains to be seen whether the Senate will accept the Government Bill.

It is now very generally recognised in Canada that the Government signally failed to recognise the unsupportable burden of increased costs placed on the railways during the war, which most fully entitled them to substantial increases in their passenger and freight rates; and had this been promptly and adequately accorded the Government would not now find itself in its present difficulties.

* * *

Official Stupidities. The account which we give elsewhere of the extraordinary attitude adopted by the British Government in the case of a number of German steamers lying in South American ports, which had been damaged by their crews, calls for official explanation. We trust that a question in the House of Commons may extract an answer which will justify a policy which has deliberately prevented this valuable and necessary tonnage from being repaired and utilised.

Judging from the exposures of bureaucratic methods so recently given by Lord Fisher and Sir Percy Scott, the value of time is consistently ignored by the civil servant. In private enterprise culpable dilatoriness brings swift punishment—in Government departments it seems to encourage *esprit de corps* and promotion. And in spite of this the nationalisation of vital industries is advocated in Canada and Great Britain!

* * *

Monday's General Election At the present time Newfoundland is in the throes of a political campaign. A general election takes place on Monday. Even in normal times the politics of the Dominion chiefly turn upon domestic questions. On the present occasion there do not seem to be any very clear-cut issues between the parties. As has so often happened, the personal factor is playing an important part.

When Sir Edward (now Lord) Morris resigned the Premiership, he was succeeded by Mr. (now Sir) William Lloyd, who, in May last, was in turn succeeded by the Hon. (now Sir) Michael Cashin, Minister of Finance in the Morris Government. Sir Michael is now opposed by a party headed by the Hon. Richard Squires, Attorney-General in the Morris Cabinet, with whom is allied the Hon. William Coaker, Minister without Portfolio in the Lloyd Government and leader of the Fishermen's Party, which has, like the farmers' movement in Canada, grown so greatly during the past year or two.

Conditions in Newfoundland.

The Dominion of Newfoundland has emerged from the years of war with marked success, and has entered upon the period of reconstruction with confidence and hope. That is the report—as will be seen from an interview appearing on another page—which has been brought back by the High Commissioner, Sir Edgar Bowring, who has just returned from a visit to the Dominion. General prosperity reigns throughout the Island, thanks not only to the energy of its inhabitants, but to the high prices which have been obtained for the products of the fisheries during recent seasons.

Even more than other countries, Newfoundland's chief need at the present time is greater production. Owing to the extent to which its people rely upon the fisheries, it is in the peculiar position of exporting practically all its products and having to import most of the necessities of life. It is to be hoped that in the near future some means will be found of readjusting this latter state of affairs.

* * *

A Canadian College in Paris.

The war forged many fresh links between Canada and France. A commendable effort is being made by Dr. Philippe Roy, the Canadian Commissioner-General in Paris, during his visit to the Dominion, to establish a new bond of sympathy. He is advocating the establishment of a Canadian College in Paris, where forty or forty-five young Canadians could live and learn the language and become acquainted with the people of France. One of Dr. Roy's objects is to provide Canadian students wishing to complete their education by a course of foreign studies, with a substitute for German university centres.

The students' home, together with a number of scholarships to be established in connection with it, is intended as a war memorial to those Canadians who have laid down their lives in France. Dr. Roy is suggesting to the several Provincial Governments of Canada that they should each create five scholarships of \$1,200 each. On his arrival in the West Dr. Roy was able to announce that his proposal had met with the approval of the Ontario and Quebec Governments.

* * *

British Business Men in Canada.

So great has been the number of visits by British business men to Canada within recent months that it has been confidently predicted that a new era in Empire trade is being entered upon. Among them have been representatives of the Lancashire cotton industry, Welsh tinplate producers, machinery manufacturers, Sheffield cutlery firms, makers of knitted and woollen goods, and flax spinners. These have gone out both as buyers and sellers; and, on the other hand, a number of buyers for large Canadian manufacturing houses and stores have been making buying trips to the Mother Country.

The British Trade Commissioner at Toronto, in expressing gratification at these signs of the return of British manufacturers to the world's markets, said the tendency was being shown, rightly enough, to support Canadian industries first of all, and after that to place the greatest possible volume of business with Great Britain and the other parts of the Empire which have shouldered such a large portion of the war burden.

* * *

A Time Limit for M.P.'s.

Parliaments everywhere are often popularly spoken of as "talk shops"—as indeed they must be if they are to live up to their name. Not only members of the public but M.P.'s themselves often think, however, that there is too much talk and too little business done. The Dominion Parliament is no exception to the rule. A few weeks ago one member, Mr. Levi Thomson, the member for Qu'Appelle, felt constrained to bring forward a resolution imposing a time limit for speakers.

There was nothing new about Mr. Thomson's arguments. They have, indeed, been used repeatedly during the last quarter of a century at Ottawa, but they undoubtedly represent a feeling more or less widely prevalent. He suggested that Parliament transacted big business in a most unbusinesslike way. Some members, he declared, spoke too often and too long, while others had no chance of speaking at all. An analysis he had made of the speeches

during the Session of 1918 showed that nine private members had occupied 25 per cent. of the time; and 25 members had taken up one-half of the time; and he denounced this state of affairs as a nuisance to the public, because it cost the country unnecessary money and retarded the work of Parliament, and a nuisance to members individually, because it kept them too long in Ottawa.

As not infrequently happens on such occasions, however, the mover of the motion was pilloried by one of the subsequent speakers as himself one of the chief offenders—and his appeal fell absolutely flat, receiving hardly any support.

The Comedies of Prohibition.

Under the heading "The Cherry Brandy Flood" the Toronto *Globe* most vigorously protests against special privileges given to Ontario Hebrews of purchasing cherry brandy for consumption during the Feast of the Tabernacle. Our contemporary strongly objects that the Ontario Temperance Act is suspended for ten days for one group of the community, and maintains that even if liquor were necessary for this Hebrew ceremony, "native wine would answer every requirement." Apparently the Ontario Hebrew very wisely prefers cherry brandy, and Mr. Dewar, the leader of the Ontario Liberals, states that they get from three to six bottles apiece. There have been many amusing incidents in Ontario since the Province went dry, and some of the best occurred in Ottawa, but the "Cherry Brandy Flood" suggests new possibilities.

Canadian Architecture.

All countries in the earlier stages of their development are bound to sacrifice beauty of architecture to utility. To this Canada has shown herself no exception. While in most parts the days of the log cabin, or "shacks," are past, there are still in existence a very large proportion of buildings, both public and private, which have no pretensions whatever to beauty of architecture. The great banks of the Dominion are to be congratulated upon the efforts which they have made to set a good example in this respect. For many years they have employed skilled architects for the erection of their headquarters and branches in the principal centres, and the illustrations of *Canada* during the last thirteen years have borne witness to the measure of their success.

Sir Edmund Walker, President of the Canadian Bank of Commerce, who spoke on "The View-point of the Public with regard to the Profession," at the recent annual convention of the Ontario Association of Architects, had ample justification for the further claim which he made for banking institutions, when he said that they had as far as possible endeavoured to adapt the architecture of their buildings to their surroundings, so that the result would be beauty and harmony combined. His contention was that lack of foresight in this direction often spoiled the effect that the architecture of many buildings would otherwise have upon the public as a whole as well as upon the

place in which they were erected. Ontario, in Sir Edmund's view, is still in the pioneer stage so far as architecture is concerned, and he condemned those who were still content to erect a box for a church, for a school, and for a house, simply to fill all requirements, more or less rejecting the artistic in their buildings as unnecessary.

A Taxation Controversy.

Lord Beaverbrook's advocacy of the expropriation by the State of war profits has been replied to by Mr. Mackay Edgar, and the discussion in the London Press has been followed with much interest. Both the writers have made their mark in the financial world, and although Mr. Mackay Edgar's views, which are entirely opposed to any levy on capital, however amassed, are those generally held in banking and financial circles, the general public, who are suffering from the gross inflation of prices, would support Lord Beaverbrook in mulcting the war profiteer.

Mr. Mackay Edgar expresses his willingness to pay an income tax of 10s. or even 15s. in the £ so long as his capital is not taken by the State, the suggestion in his argument being that the man who can earn good profits on capital, whether by war profiteering or any other method, should not be mulcted in capital but only in his profits. But as he also remarks on the ease with which taxation can be legally evaded, the ordinary man would incline to Lord Beaverbrook's view that it is better to get a large lump sum out of the war profiteer than to rely on the taxation of his future profits.

It is interesting to notice how frequently nowadays the views of Canadians are seen in the London Press on prominent topics of the day.

Irrigation in the West.

Farmers of Southern Alberta and South-West Saskatchewan are demanding the extension of irrigation in those regions. This demand, emphatically raised at the recent Western Canada Irrigation Convention at Medicine Hat, has already borne fruit in the visit of the Hon. Arthur Meighen, Minister of the Interior, and the Hon. J. A. Calder, Minister of Colonisation and Immigration, to the districts concerned, and in the promise made by them that further surveys will be undertaken without delay. The present agitation is a complete vindication of the two or three large irrigation enterprises that have already been undertaken, for these have encountered at various times considerable opposition on the ground that irrigation was unnecessary. Conditions of drought do not occur regularly in Western Canada, and there is not the same urgency as in other semi-arid countries where agriculture was impossible without irrigation; nevertheless, the experience of the past two dry summers has produced an entire right-about-face in sentiment, for the Western farmer has come to realise forcibly that irrigation is a system of insurance against dry years.

A recent statement attributed to the Dominion Superintendent of Reclamation Service places the land in Alberta and Saskatchewan that requires irrigation at 54,000,000 acres. To irrigate the 500,000 acres of which the Government has promised immediate survey would cost about twenty million dollars. Typical of the feeling amongst the farmers in the dry regions is the fact that farmers north of Lethbridge, representing owners of 208,000 acres, recently voted 284 to 8 for the starting of the Lethbridge Northern Irrigation project, whose bonds the Dominion and Provincial Governments will be asked to guarantee. Water for this project will be obtained from the Old Man River, west of Macleod.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or 81, for 36 words or under, every additional word one penny, or two cents, which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

STRACHAN.—On October 13, at 641, Belmont Avenue, Westmount, to Mr. and Mrs. H. D. Strachan—a daughter.

MARRIAGES.

MACDERMOT-SMITH.—On October 22, at St. Andrew's Church, Plymouth, Edward Carrington MacDermot, son of the late Rev. Canon MacDermot, of Jamaica and Montreal, to Florence, daughter of the late Robert Smith, of Plymouth.

DEATHS.

FULTON.—At Muriel, Aberdeen, suddenly, on the 21st inst., Samuel Duff Fulton, Sec. L.L., R.G.A., and lately of Canada.

IRVING.—At Saskatoon, on the 19th inst., Neil Inglis (of Toronto), aged 40 years, husband of Dolores MacKenzie, and second youngest son of the late John Inglis, J.P., 22, Terregas Avenue, Pollokshields, Glasgow.

LAWLER.—On October 22, at 19, Mount Ephraim, Tunbridge Wells, after a short illness, Philomene Caron, wife of the late Michael Lawlor, Esq., of Toronto, aged 62.

IN MEMORIAM.

MARTIN.—In loving memory of my gallant husband, Capt. John J. Martin, 2nd C.M.R., killed at Passchendaele, October 30, 1917, aged 35 years. Rest in peace.

In Memoriam notices can be prepaid at the following rates—A minimum of three lines, or 36 words, 50 for five years. Each additional word, 10 cents for the period. Rate for prepayment for longer periods or perpetuity will be quoted on application.

AN OPEN LETTER

To General Sir Arthur Currie, G.C.M.G., K.C.B.

SIR,—A delightful story, told me by a Canadian officer on leave from the Rhine Army of Occupation, comes to mind as I write these lines to you, the greatest of Canadian soldiers. He said that when the British Army was approaching the Rhine, the Germans showed a quite uncanny foresight in anticipating Tommy Atkins' wants, and a wholly German readiness to meet them. Tommy would inevitably lose his buttons and be anxious to replace them. In Cologne, British military buttons were freely offered for sale, and for a time as freely bought. The enterprising maker had, however, overreached himself. An officer who examined one of these buttons, discovered that they carried the inscription on the back, "Best British make, extra fein."

Whether the story was true or not, I do not pretend to say, but coming from a Canadian, I should be the last person in the world to throw any doubt upon its accuracy. It struck me at the time as a portent, a very neat and simple presage of the sort of thing we were up against in all our dealings with Germany. What strikes me now is that the trick really carries with it an unwitting tribute to all things British, whether things of the British Isles or of Canada or Australia. What is "best British make" is necessarily "extra fine," whether it be in articles of manufacture, or in the instruments of warfare, human and mechanical or in the creation of dependencies and Dominions beyond the Seas. The "best British make" is, indeed, so fine that when the British Empire set out to make an army of its citizens from either hemisphere, it built up and equipped millions of fighting men who beat the German army, hitherto the finest fighting machine in the world, at its own game. What is Canada, the Canada you love with a passionate intensity that has barely found adequate expression in the glowing periods of which you are a master—"Canada, with heart of gold," as William Watson calls her—but "best British make, extra fine"?

Canada is not more proud of her achievements than is the Mother Land. As you have pointed out, the Dominion derives her parentage from the Scotch, the Irish, the English, and the French, but whilst she has inherited invaluable traits from every one of these races, she has, I agree, developed a distinctively Canadian type. All that is best in the British peoples has gone to the making of the true Canadian, and in the term "true Canadian" I need not say I include the men of Quebec Province not less than the men of Ontario or Manitoba. Canada, the country, would make any race inhabiting it great. It made of the Indian the finest of native races, and what the country, with its Rockies and its rolling prairies, its magnificent expanses of water, its illimitable forests, and its manhood-testing climate could not do to generate the Canadian as we know him to-day, the British Constitution has accomplished. It consummated the work begun on the Plains of Abraham. Wolfe's volley changed the history of the world in a political as well as military sense. It prepared the way for the Declaration of Independence by the American Colonies; it sounded from afar the death knell of the French monarchy; it was the herald of the revolutionary movements of the nineteenth century which have given the world the democratic institutions that are the boast of the present day.

I have neither the time nor the space to develop the theme, but you will have no difficulty in following my line of thought. The essential fact is that in the settlement after the fall of Quebec, Great Britain, conqueror as she was, gave the French *habitants* terms which were not only generous, but destined to become the very tap root of the tree of freedom which has flourished and developed, despite the blizzards of reaction, and the deluge of extremist propaganda, which more than once have threatened to destroy or poison the splendid growth.

There is a quite gratifying rivalry among the peoples within the British Empire to prove that their own particular

country is the brightest jewel in the British Crown. Much as I find to admire in every member of this unique collection of nations and races, with their common bond in British citizenship, I do not think I should have any serious difficulty in proving that Canada is greatest of them all, and I should do no violence to my love for the rest in the process. This is not mere flattery. It is not meant to imply that the Canadian is a perfect man. There is no such thing, unfortunately—or perhaps fortunately—as the perfect man. Life is difficult enough as it is, without having the perfect man to compete with. I could, if I wished, easily put my finger on many things Canadian that might be criticised sharply.

All I mean is that the Canadian is the nearest approach to the perfect sample of the freeman and hero, and if Carlyle were lecturing on Hero-worship to-day, I cannot doubt that he would have to take some cognisance of the human product of British North America. And as Carlyle believed that a people is, after all, only what its great ones make it by the force of character and example, he would have looked around for the leader typical of all that is best in the Canadian. The History of the World, he said, is the Biography of Great Men, and it will continue to be so, however democratic the conditions under which the world lives and works. He would find heroes in plenty in the history of Canada, but he would have to fix his attention on the years 1914-1919 to discover the men who, by brain and brawn, by nerve and sinew, fulfilled the requirements of his ideal leadership. In my judgment, he would find them in Borden and yourself.

Let me insist that my admiration for both of you in no way detracts from the merits and claims of certain outstanding contemporaries. Canada listened to the counsels of Sir Robert Borden in the greatest testing time of her history as part of the British Empire, and accepted his guidance and leadership. But Canada achieved a triumph when she entrusted her magnificent army in Europe to the generalship of Arthur Currie, ex-schoolmaster, ex-real estate agent, ex-life insurance manager, but never ex-soldier. There are few more notable examples in history of the born leader winning through than yourself. Caesar, Cromwell, Clive, Wellington, Wolfe—they were none of them thrown up by the democratic conditions in which you made your mark as a soldier, long before Germany plunged civilisation into conflict for its very existence.

As a commander, you strike me as very like Outram, the Bayard of India, in the essentials of your character. Perfect knights both of you, *sans peur et sans reproche*. Stern discipline and a willing human sympathy, knowledge of the technique of your profession, and that gift of imagination which converts red tape into the finest of elastic hands, combined to make you the great captain, the soldier's friend, and the seer of things obscure to the majority of us.

As Canada gratefully accepted your leadership in war, is it too much to hope that she will accept you as the guide, philosopher and friend in peace? Here in the Old Country we seem to be throwing away, in the very first year of peace, many of the inestimable lessons of the war. I know you, at least, will leave no stone unturned in Canada to kill the demon of domestic unrest as you spared no effort to kill the demon of militarism in Europe. May you enjoy as full a measure of success in the domestic field as you enjoyed in the field of battle!

I am, Sir,
Yours faithfully,

CARNEADES, JUNR.

The following Open Letters have also appeared in CANADA:—To the Prince of Wales, August 9; Sir Robert Borden, August 30; Hon. W. L. Mackenzie King, September 20; Mr. Lloyd Harris, October 4. Copies of those issues may be obtained from the publishers of CANADA.

A CANADIAN LETTER. (From Our Own Correspondents.)

MONTREAL, October 15.

The most important legislative proposals of the session have been brought up in the House of Commons at the eleventh hour, at a moment when, as one correspondent puts it, "members were packing their grips to go home." While there is some measure of relief felt in the fact that the tense railway situation has ended with the disclosure of the Government's hand, it is certain that the decision has caused great excitement and will prolong the session.

Opposition to Grand Trunk Acquisition.

Already opposition is organising, and in Montreal the Board of Trade has been summoned to consider the situation. An open letter appeared in the *Montreal Gazette* from Mr. T. Kelly Dickinson protesting against the proposed acquisition of the Grand Trunk Railway, and he claims that this has brought hundreds of supporting letters. Mr. Dickinson states that "in view of the dire need for the utmost reserve in national expenditure, it is proposed to request the Prime Minister to intervene at this critical financial juncture." In the petition it is set forth that, having in view the results up to the present time, of Government ownership and operation of railways both in Canada and the United States, and the heavy financial responsibility assumed in connection with railways already taken over . . . the acquisition of the Grand Trunk or any other railway be deferred until the results of operation of the railways now in the hands of the Government have had a fair trial, as we are of opinion that to purchase such railways under present circumstances would be nothing less than a national calamity."

Attitude of the Senate.

Government views from Ottawa suggest that the burst of opposition which came forth in the first few hours is already moderating, and it is asserted that there is not likely to be any serious opposition in the Commons, though there may be in the Senate. The attitude of the Senators, it is said, will in large measure depend upon whether or not a feasible proposition, which will relieve the Government for the future of the burden of financing the Grand Trunk's obligations in respect of the Grand Trunk Pacific and the operating deficit of the latter system, is brought forward. If such an alternative scheme is not forthcoming, then, it is said, opposition of the Upper Chamber to the Government's proposals is not likely to defeat them. The *Toronto World* is naturally jubilant, as "Billy" Maclean, its proprietor, has always been the spokesman and advocate of railroad nationalisation in the House. "If the Liberals oppose the Bill," says its Parliamentary correspondent, "as many believe they will, the purchase of the Grand Trunk may become a commanding issue in Dominion politics, and perhaps give the Government the best opportunity for an appeal to the electorate. The talk is that the Liberals will compel the Government to put the measure through the House under the closure rule. There will be opposition to the Bill when it gets to the Senate, and it will not all come from Liberal Senators. There will be no disguising the fact that the Bill will be fought in the Upper House by some who owe their seats to Sir Robert Borden."

The *Montreal Star*, which a week ago was loudly denouncing any further acquisition of railroads by the Government and advocating "a new railway policy that will give the public the advantage of the stimulating energy that comes from individual enterprise," now cries "Go slowly." It says: "We have had enough in the past of this frantic hurry where railway deals and settlements are concerned. We are being asked to cram through an unprepared Parliament in the last two or three days of a special session, called for an entirely different purpose, a highly intricate agreement which not 5 per cent. of Parliament understand."

A Railway Problem from the West.

In addition to the Grand Trunk difficulty, the Government is confronted with a railway problem in the West. The Edmonton, Dunvegan and B.C. Railway and the Great Waterways Railway are both in difficulties. The owner of the first-named, Mr. J. D. McArthur, has played the part of pioneer in a case where there was an undoubted need, resulting from the great influx into the Peace River region, and there is some sympathy for him, combined with the belief that it should prove a sound commercial enterprise should the Government take the road over. There is not the same feeling towards the Great Waterways Railway, which has caused much trouble in Alberta politics.

More "Dry" Legislation.

To the new temperance proposals, under which it will be possible for a Province to go "bone dry" on its own legislation, there is likely to be strong opposition. The proposal is that the Legislative Assembly of a Province may pass a resolution, upon which a plebiscite will be submitted to the people. Should the majority of the electors declare against the manufacture or importation of liquor, or both, it will be the duty of the Federal Government to issue a proclamation prohibiting such.

CANADIAN PRESS VIEWS.

National Economy.

"The report from Ottawa that Canada's expenditure, due to the war, is still approximating one million dollars a day with the pressing necessity before the country of raising half a billion of money by popular loan supplemented by borrowing abroad, emphasises the probability that the greatest of all problems which will shortly compel our practically exclusive attention will be that of instituting and carrying through a programme of national economy. There can only be one end to the present policy of lavish outlay. We are now living on credit, the sources of which are visibly drying up as the result of constant drafts which are being made on them. The Government must lead the way but it will not get very far unless the public is prepared to fall in with a programme of retrenchment. At present there is a fixed idea in the public mind that the cure for most of the nation's ills is to think out schemes involving the shovelling out of millions from a store which is apparently thought to be inexhaustible."—*Manitoba Free Press*.

Dangers of Nationalisation.

"Public ownership of railways would require to have many advantages to counterbalance its disadvantages. If it has been believed that public control would take the railways 'out of politics,' the people are beginning to know better. We have a vivid illustration in the great strike which now convulses Great Britain. We have like testimony in the relations of railway workers to the Government in the United States. Public ownership invites and encourages 'direct action' by the railway organisations. They understand the power of organised minorities to coerce Governments. They know that politicians will compete for their support and that political considerations will probably overrule the general interest. A huge army of public employees, exercising the franchise, must always be a danger to the State. It is right that the State should be a generous employer, but fatal if public employees, by political pressure, can exact wages that would ruin private enterprises."—*Montreal Star*.

Wages and Work.

"Wages paid should be fair and adequate to the needs of the worker, and working hours should be reasonable, but in turn the worker should be not only willing but eager to contribute his full share towards the task of making good the destruction occasioned by the war, and thereby assist in reducing living costs all along the line. This can only be done by every man and woman doing their full share of the world's work, and producing to the utmost of their capacity. Instead of demanding six-hour days and five-day working weeks, workers should be content to work at least eight hours six days a week. And in these perilous times they would be acting in their own best interests if, for a year or two, they voluntarily agreed to work nine hours until this old world had overtaken and made good the loss and waste of the past five years."—*Regina Leader*.

Growth of Insurance.

"Official statements and figures show that the amount of life insurance placed in Canada for the first six months of the present year is equal to that for the whole of 1918, which aggregated about \$300,000,000, and it is estimated that the 1919 total will reach \$500,000,000. A variety of reasons are advanced for this amazing practical exhibition of care and thoughtfulness. The working out of the soldiers' insurance plans in many localities is said to have had its influence as an object-lesson to many heretofore heedless men. So also has the 'flu' epidemic, and the fear that there may be another. Whatever it is that is entitled to the chief credit, it is certainly an indication that common sense is not so rare a possession among the men and women of Canada as some of the exponents of gloom would have their fellow beings believe."—*Toronto Globe*.

French-Canadians in the West.

"The French minority of this Province is performing a necessary function here. Without doubt it is working for its own welfare, but it is also working for the rest of the Canadian fatherland. Our French families perpetuate the fertile ideas of the great pioneers; they follow a tradition; they add a link to the glorious and lengthy chain of French torch-bearers in North America. Let us realise at its proper worth the privilege of participating in such a task."—*Le Manitoba (St. Boniface, Man.)*.

The Solution.

"With 24,000 registered alien enemies in the city of Winnipeg, the employment problem for returned men would be materially lessened by alien deportation on a generous scale. Many of these foreigners have ample funds to pay their way home, and only await the opportunity to go."—*The Veteran (Ottawa)*.

LAST STAGE OF PRINCE'S TOUR.

Enthusiastic Reception in Ontario Cities and Montreal.

ON Tuesday of last week the Prince of Wales, continuing his tour in Ontario, visited Kitchener and Guelph, receiving a most cordial reception from large crowds in both places.

In the course of a speech at the Agricultural College at Guelph, the Prince said: "I have just bought a ranch in Southern Alberta, which I do not mean to leave entirely to others. I hope to come and learn for myself, and in that capacity I shall look for help and advice to Guelph. I hope to be able to show in a few years that I have made good, and have money in the bank."

Wednesday the Prince spent between three characteristically English cities, Woodstock, Chatham, and London—all (says the Press Association correspondent) prosperous Canadian representatives of their respective British originals, and the centres of important manufacturing and farming communities, which turned out *en masse* enthusiastically to cheer his Royal High-

ness to returned soldiers and nurses, stopping on the way to place wreaths at the foot of the statue of Sir John Macdonald and to look-off at a football match. He then went on to the Royal Military College, and presented new colours to the Corps of Cadets, afterwards luncheon with the Commandant of the College, Major-General Sir Archibald Macdonell. The drill of the Cadets in the march past and in other evolutions on the parade ground in front of the college was exceedingly smart (says the *Times* correspondent), and, like the exhibition of physical drill, which was given in the gymnasium, could hardly have been beaten by any unit of the British Army. In the afternoon, at Queen's University, the honorary degree of LL.D. was conferred on the Prince by the Chairman, Mr. E. W. Beatty, President of the Canadian Pacific Railway.

In Montreal

Montreal was like a vast Christmas bazaar on Monday afternoon when, in a babel of church bells, motor horns and cheering, the Prince of Wales drove in procession through the principal streets, which were so crowded that the guard of honour and the police had their hands full in keeping the lane cleared for the motor-cars (says *Reuter's* correspondent). Along the entire route, which extended for some miles, brilliantly coloured decorations were hung from houses on either side and stretched across the streets in tangled masses overhead, while every window was occupied by spectators, and large quantities of confetti were thrown. At one time the cars were covered with gaily-coloured streamers.

The Prince alighted at the City Hall, where in the fine old Empire Chamber the Mayor, Mr. Martin, read an address of welcome in the presence of all the local magnates. The Prince replied in French, while the crowd waited patiently outside, in spite of the cold wind and the sharp snow which was falling, to resume their cheering when his Royal Highness left the hall to proceed to his hotel.

On Monday night the Prince held a public reception in the civic buildings. The next few days were occupied with reviews, visits to hospitals, and other ceremonies. This is the culmination of the Royal visit to Canada, as the proceedings in Toronto and Ottawa, which have yet to be revisited, will be of a less formal character. Afterwards the Prince will go to Washington for three days, to return the recent visit of the President to England. He will possibly go on to New York, and from there northwards to bid Canada farewell at Halifax.

THE VICTORY LOAN.

Minister of Finance on its Urgency.

Sir Henry Drayton, Minister of Finance, visited Montreal on Thursday of last week to launch the Victory Loan campaign, and made an appeal to the people of Montreal and Quebec Province not to allow their objections to the Grand Trunk project to interfere with their support of the Loan. He declared that the loan was urgently needed to meet Canada's war obligations, including the demobilisation of the troops and the costs of the settlement scheme for soldiers in civil re-establishment, which, combined, called for \$102,000,000.

Mr. Beatty stated that while the Canadian Pacific Company opposed the nationalisation of the Grand Trunk or any other railways, they would not permit this to interfere with their support of the Victory Loan.

Lord Shaughnessy, presiding at a Victory Loan meeting on Monday, announced that the Canadian Pacific Railway was subscribing \$20,000,000, which was \$8,000,000 increase over the subscription to the last Loan.

The terms of the Loan, as announced, provide for a minimum of \$300,000,000, issued at par, bearing a taxable interest at 5½ per cent., and maturing in five and fifteen years. Instalment payments will be permitted.

A Scottish First Division team will probably tour Canada next season. The *Glasgow Evening News* is "fathering" the scheme.

"The spirit of those Canadians who surrendered their lives over there is looking right into your very soul," said Sir Arthur Currie at Victoria. "I trust there is nothing mean or selfish there which might hinder our country from becoming a better, nobler and sweeter place in which to live that their heroic sacrifices may not have been in vain."

A party of emigrants, principally composed of single women and widows with their children going to friends and situations in Canada, will sail next Tuesday by the Cunard Line. This will be the first party despatched by the Emigration Department of the Salvation Army since that organisation resumed its activity.



ARTS BUILDING, QUEEN'S UNIVERSITY, KINGSTON.
Where the Prince received the honorary degree of LL.D.

ness, who had a busy time inspecting veterans, nurses, Scouts, and Guides, replying to addresses, and visiting hospitals. The crowds which welcomed him in London, where a reception was held in Victoria Park, were enormous.

In the course of a reply to an address of welcome, the Prince dwelt chiefly on the industrial side of Canadian life. "A young nation like this," he said, "with its enormous promise, cannot afford to be one-sided, and Canada's natural resources assure her a great industrial as well as a great agricultural development. With your coal, your minerals, your great resources in water, oil, natural gas, and other forms of power, you are sure of a great industrial future. I shall watch the development of the Dominion's enormous wealth with the greatest interest. I shall not watch it from a distance, as I hope to be often in Canada again. I shall not come back merely as a young farmer who means to do his best to make good, but as a Canadian for whom everything in Canada has a deep and genuine interest."

At Windsor.

On Thursday the Prince had a wonderful reception at Windsor, many thousands of people having crossed the American border from Detroit to supplement the already large population of this town. Everyone seemed to have turned out to welcome the Royal guest. Cheering crowds blocked the streets. Some of the people even climbed upon the engine of the Royal train to obtain a glimpse of his Royal Highness.

In his reply to a civic address of welcome, the Prince said:—"I am glad to know that such close and cordial relations are maintained between the border communities of Canada and the United States. The British Empire and the great English-speaking Republic are both devoted to a common political ideal, that of democratic self-government and the reign of law, and their friendship must always have a happy influence upon the peace and welfare of the world."

In the evening, after the Prince had held a public reception in the City Armoury, he was entertained to dinner at the County Club.

At Kingston.

On arrival at Kingston on Saturday the Prince drove to the Public Park and distributed some scores of war decorations

THE EX-SERVICE SETTLER. Government Scheme Completed.

The Imperial Government's scheme to enable ex-Service men and women to settle within the Empire Overseas has now been completed.

Officers and men of the Royal Navy, British Army (excluding Dominion and Colonial Forces), Royal Air Force, and women who enrolled for whole-time service for not less than six months in a corps under the direction of a British Government Department may obtain free third-class passages to the nearest convenient port to their desired destination for themselves and dependents, provided that they are approved under one of the agricultural settlement schemes of the Oversea Governments or are going to assured employment, and are otherwise acceptable to the Government of the territory to which they desire to go. Widows and dependents of ex-Service men and dependents of ex-Service women are also eligible for consideration, provided they are entitled to draw pensions from Imperial funds under the terms of the pensions warrant.

Applications for passages should be made to the Secretary, Oversea Settlement Office, 59, Victoria Street, London, S.W.1, or to any employment exchange. In the case of ex-Service women application in the first place should be made to their Corps headquarters.

Applicants desiring to avail themselves of any superior class of accommodation can do so, and have the normal third-class rate deducted from their passage money.

FARMERS WIN THREE BY-ELECTIONS.

Five Federal by-elections were held on Tuesday. Farmers won three of the five seats (says a *Times* cablegram), while the Hon. S. F. Tolmie, Minister of Agriculture, was re-elected in Victoria, B.C., by a majority of 2,000 over his opponent, a returned soldier who ran as a Labour candidate, and Mr. Ernest Lapointe, the French-Canadian Liberal leader, captured Quebec East, the former seat of Sir Wilfrid Laurier, by a majority of 4,000, his opponent being a Labour candidate.

In Carleton, N.B., Mr. T. W. Caldwell (farmer) was elected by a majority of 500; in Glengarry, Ont., Mr. J. W. Kennedy (Farmer) defeated General Tierney (Unionist) by 1,500; and in Assiniboia, Sask., Mr. O. R. Gould (Farmer) defeated Mr. W. R. Metherell (Liberal), formerly Minister of Agriculture in Saskatchewan, by over 3,000 votes.

There is no change in the first two seats, Victoria being previously represented by a Conservative and Quebec East by a Liberal. Carleton, Glengarry, and Assiniboia were all Government seats at the General Election in 1917.

EDUCATION IN CANADA.

At a National Educational Conference held in Winnipeg last week, the Hon. W. M. Martin, Premier of Saskatchewan, stated that all Ministers of Education in the Dominion were ready to introduce some form of religious instruction in the schools if the people of the various denominations would only agree to some fundamental, but simple, form of doctrine.

The Conference adopted a resolution to extend compulsory education from 14 to 18 years, and provide part-time teaching in citizenship and fitness for economic life between 14 and 18.

Dr. Anderson, of Regina, declared that illiteracy cost the Dominion \$75,000,000 annually in lowered production. United action by all the Provinces to overcome illiteracy was suggested, with a grant of \$500,000 from the Federal Government.

QUEBEC'S PRODUCTS AND RAILWAYS.

Mr. E. W. Beatty, President of the C.P.R., speaking at a dinner at which he was the guest of the Quebec Board of Trade, said that from the railway standpoint Quebec offered a great variety of railway traffic possibilities. In manufactured products its production was 27 per cent. of that of the whole of Canada; in wood-pulp and paper, 58 per cent. and 49 per cent. respectively; in dairy products 57 per cent.; in live stock varying from 11 per cent. to 85 per cent.; and in farm products 13 per cent.

The total railway mileage in the Province, continued Mr. Beatty, was slightly less 5,000, or about two-fifths of that of the State of Pennsylvania, while its area was fifteen times as great. With increasing population and commercial expansion, more mileage must be constructed and existing facilities increased. He believed that in the next few years a considerable amount of colonization and railway construction would take place.

The Rev. Canon Pugh, honorary Director of Emigration for the Church Army, is visiting Canada for the purpose of conferring with the authorities at Ottawa and also with the Anglican Church in Canada respecting the welfare of immigrants who will be leaving Great Britain next spring under its auspices.

CANADIANS STRANDED IN ENGLAND.

Movement to Secure Change in Repatriation Policy.

In view of the fact that there will undoubtedly be a good deal of distress among the large numbers of Canadian ex-soldiers who elected to take their discharge in the British Isles, a movement is on foot to secure a change in the Government policy of repatriation.

Under the policy governing the discharge in this country of Canadian soldiers, they had to waive all claim to repatriation to Canada. In consequence of the state of the labour market in Great Britain, many Canadians are now unemployed, with little prospect of obtaining work.

Mr. F. C. Wade, the Agent-General for British Columbia, to whom many men have made application for repatriation or assisted passages to their former homes in the Dominion, has decided to take energetic action in the matter, and has initiated a movement to urge upon the Canadian Government the urgent need for a change of policy. Mr. Wade brought the matter to the notice of Sir Edward Kemp, Overseas Minister of Militia, before the latter returned to Canada, but no reply was, he says, vouchsafed to his correspondence.

The Agent-General for British Columbia has recently circularised the principal organisations most likely to come in touch with Canadian ex-soldiers who, largely through no fault of their own, are experiencing difficulties in obtaining work. In his circular he urges that the men who fought for Canada and now wish to return should be repatriated at the Government expense if they desire it, and says that unless this is done, "there will be widespread distress among Canadians which will be a scandal to the Dominion."

Considerable evidence of a reliable nature is forthcoming, in response to Mr. Wade's circular, of the numbers of Canadians who (1) are in straitened circumstances, or (2) desire repatriation to Canada.

An Immediate Need.

Mr. G. R. Bremner, secretary of the Beaver Hut, British Y.M.C.A. (and formerly officer-in-charge of that institution when it was under the direction of the Canadian Y.M.C.A.), adduces evidence to show the immediate need of an organisation for taking care of demobilised Canadian soldiers. At present, says Mr. Bremner, there is no place to which such men can go unless they are provided with funds.

We understand a project is on foot—and circumstances appear to point to the urgent necessity of the scheme being carried out at once—to establish in London a residential club for ex-Service Canadians discharged in the British Isles. The club will probably be designated the Duchess of Connaught Club for Canadian ex-Service Men.

Col. H. W. Blaylock, Chief Commissioner of the Canadian Red Cross, says "there is no doubt that a great deal of distress exists among the discharged Canadians in Great Britain," and that "unless these men are repatriated at the Government's expense, there will be widespread distress before the winter is over."

The Secretary of the International Hospitality League, and Mr. C. F. Hepburn, of Timber Operators and Contractors, Ltd., large employers of labour, also bear testimony to the need for urgent action by the Canadian Government on behalf of the Canadian ex-soldiers who are stranded in Great Britain and would gladly welcome the opportunity to return to Canada.

We understand that Mr. Wade will shortly convene a conference of Canadian Agents-General in London to consider further the whole question.

GRAND TRUNK BILL.

Liberal Opposition in Commons.

In the Dominion House of Commons last week the Liberals urged that the 4 per Cent. Guaranteed Stock of the Grand Trunk Railway should have also been the subject of arbitration, as well as the Preference and Common stocks, and that by offering to continue the dividends this stock was practically given a par value.

The Hon. A. Meighen, Minister of the Interior, in reply, said that the Government would have preferred to arbitrate on this stock as well as the other, but the Grand Trunk absolutely refused, and to bring the negotiations to a head it was necessary to make concessions.

It was also strongly urged by the Liberals (says the *Times*) that the list of stockholders should be laid on the table of the House, but Mr. Meighen said that there were 180,000 holders, and the list was not in possession of the Government. The Opposition also raised the question whether the American Government might not object to Canada owning and operating 1,000 miles of railway in the United States with terminals at Chicago and Portland. Mr. Meighen replied that he had not consulted Washington, but he did not anticipate any difficulties.

The Liberal amendment calling for the postponement of the final consideration of the Grand Trunk Acquisition Bill till next Session was defeated on Friday (24th) by 91 votes to 61, and the second reading was then passed.

NEWFOUNDLAND'S PROSPERITY.

Interview with Sir Edgar Bowring, the High Commissioner

SIR EDGAR R. BOWRING, the High Commissioner for Newfoundland, who has returned to London after a visit of nearly three months to the Island Dominion, speaks in glowing terms of the prosperity enjoyed in Newfoundland.

He was there at the time of the visit of H.R.H. the Prince of Wales, and he told a representative of *Canada* (who interviewed him at the High Commissioner's offices, 58, Victoria Street, S.W. 1) that a most cordial reception was given to his Royal Highness, exemplifying the traditional loyalty of the ancient Colony. The Prince's visit to Newfoundland was, however, all too short, and there were many interesting things that his Royal Highness would have been interested to see.

"On every hand," said Sir Edgar, "there are evidences of prosperity in Newfoundland. The Dominion came through the years of war tried and strengthened, and is now settling down to face the problem of the reconstruction period, and looks forward to the extensive development of her rich natural resources. The people in the fishing hamlets scattered around the coast are about as happy and contented as anywhere in the world. Almost every man owns his own plot of land and his

Government for the settlement of ex-servicemen on the land although there are, of course, obstacles for agriculture, and especially in the fertile valleys of the great spots. Some of these lands would admit of agricultural development to almost any extent.

The kind of settler wanted in Newfoundland is the man of robust physique who can turn his hand to anything. Settling up agricultural or pasture land in the interior would need to be prepared with some capital to tide them over the years during which the land was being cleared and made productive.

"The adaptability of the Newfoundlanders is well shown by the fact that when the pulp mills were started in the Island some years ago, practically all the machine operators had to be brought from other countries, whereas now nearly everyone employed in that industry is a Newfoundlander."

Forest Wealth

"Numerous enquiries are made from time to time for sites for pulp mills, and it is hoped that a large development will take place along these lines in the near future. Many prospecting parties are at work looking over suitable areas. One particularly interesting cruising expedition was that lately sent to Battle Harbour, on the Labrador coast. It was carried out by means of aeroplanes, and in this way work was accomplished in about ten days, which otherwise would have taken many months. Very satisfactory reports were brought back by this expedition, which were supported by aerial photographs, and as a result the property in question is said to have been purchased by Boston capitalists, who propose to carry on operations on a large scale.

"The forest wealth possessed by Newfoundland is, of course, valuable for other purposes besides pulp, for there is a large variety of both hard and soft woods.

"Newfoundland being primarily a fishing country, its internal resources have been obscured and to some extent neglected. A comprehensive geological survey carried out by experts in whom the mining public had confidence would be of tremendous value, and should amply repay the expense involved, and might lead to enormous discoveries of mineral wealth.

"An important characteristic both of Newfoundland and Labrador is the existence on all sides of water power, which can be utilised for lumbering and for driving machinery and in many other ways. The value and importance of this cannot be over-estimated.

Shortage of Shipping Facilities.

"One of the greatest handicaps that we have at the present time is the shortage of shipping facilities to Canada, to the United States, and to the Old Country. Because of this we are not able to encourage immigration to any appreciable extent, and for lack of refrigerator space in steamers our frozen fish industry is incapable of development. In the near future, however, we expect to have a line of fast steamers making fortnightly trips from New York to Liverpool, which will call at St. John's as well as Halifax, Nova Scotia, and we look to the Imperial Government to help us in making better provision for more rapid and frequent communication between the Motherland and the oldest of her Dominions— which, by the way, is much the nearest in point of distance to the United Kingdom.

"The attractions of Newfoundland as a sporting country are well known, and are increasingly availed of from year to year. Both for shooting and salmon and trout fishing there is almost unrivalled opportunity, and the establishment of hotels near the great sporting rivers and in the heart of the caribou country would attract an ever-increasing number of tourists to the Island.

"A proposal has been made which receives support from many quarters, to build a huge dam across the straits of Belle Isle. In this way it is suggested that the cold Arctic waters flowing into the Gulf of St. Lawrence would be stemmed, and the Gulf made free from ice all the year round, and, in fact, that the climate of the entire eastern seaboard of Canada and the western shores of Newfoundland would be rendered milder and more congenial. It is difficult to say if this project is practicable, but it should at any rate provide food for thought to those whose interests lie in Eastern Canada and Newfoundland."

LECTURE BY LORD MORRIS.

Lord Morris delivered an illustrated lecture on "Newfoundland, Our Oldest Dominion, and the Part it is Destined to Play in the Empire," on Friday of last week in St. John's Wood, London, N.W., under the auspices of the Marlborough Place Literary Society. Mr. A. T. Taylor, vice-chairman of the London County Council (formerly of Montreal), presided.



"THE NARROWS": THE ENTRANCE TO THE HARBOUR OF ST. JOHN'S.

own house, which he builds himself, and, no matter what passing misfortunes he may suffer, his plot of ground and his habitation are always secure. Total prohibition has existed in Newfoundland for two years, and as a result there has been a marked decrease in crime and an improvement in conditions generally; the prisons are practically empty, and there is a bright outlook for everyone.

"The fishery, of course, is the staple industry of Newfoundland, and during the years of war—notwithstanding the blockade and the difficulties of shipping—the Newfoundland sailing vessels and steamers were able to carry abundant supplies of fish to our regular markets in the Mediterranean. In consequence of the general shortage of food, very high prices were obtained, and, while these may not be able to be maintained, yet the opening of new markets and the resumption of a normal trade relationship give promise of a prosperous season this year. Large catches were made on the Newfoundland shore, on the Labrador, and on the banks. The sealing fishery last year was very poor in respect of the number of seals taken, but this was to some extent compensated for by the fact that the sealskins and oils which were marketed in England and the United States realised exceptionally high prices.

"The Newfoundland soldiers are practically all returned, and are settling down to peace conditions once again. The wounded and maimed are well cared for: the very best medical attention obtainable being placed at the service of the disabled, and our pension scheme makes full provision for the families of the fallen. In view of the expense involved, I think it hardly probable that the Royal Newfoundland Regiment, which made such a fine reputation during the war, will be maintained in times of peace.

"No scheme has yet been formulated by the Newfoundland

Lord Morris gave an interesting résumé of the history of the Newfoundland, the place where our flag first flew outside the British Isles, and showed how, the late Marquis of Salisbury once put it, it had been "the sport of historic misfortune." In view of this fact, the wonder was, Lord Morris said, not that Newfoundland had not made greater progress, but that it had made so much as it had done. His description of the scenery, resources and industries of the Island Dominion was greatly helped by the fine series of views shown. Lord Morris paid a tribute to the part played by Newfoundland's sailors and soldiers during the war, and testified to its constant readiness to give support to the Empire whenever occasion required.

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COMMISSIONS, &c., FOR CANADIANS.

(From the "London Gazette.")

C.M.G.C.—T./Capt. G. G. White to be temp. Maj., and to retain present grading under S.P. 19 (Oct. 1).
ENGINEERS.—Temp. Lt. (actg. Maj.) C. W. H. Nicholson to be temp. Capt., and to remain secd. (Jan. 15).

EASTERN ONTARIO REGIMENT.—Temp. Capt. (actg. Maj.) W. O. White, M.C., to retain the actg. rank of Maj. Temp. Capt. (actg. Maj.) W. O. White, M.C., to be temp. Maj. (Jan. 15). Temp. Lt. A. R. de M. Jarvis, D.F.C., relinquishes his commn. in the O.M.F.C. on appt. to a short service commn. in the Royal Air Force (Oct. 9).

WESTERN ONTARIO REGIMENT.—Temp. Lt. (actg. Capt.) J. A. Greenhill to be temp. Capt. (Oct. 7).

SASKATCHEWAN REGIMENT.—Temp. Lt. (actg. Capt.) H. G. Stadel to be temp. Capt. (Oct. 15).

ALBERTA REGIMENT.—Temp. Maj. P. Anderson, D.S.O., to be temp. Lt. Col. (Nov. 17, 1918).

C.A.S.C.—Temp. Maj. (actg. Lt. Col.) W. J. Simpson to be temp. Lt. Col. (Oct. 1). Temp. Capt. (actg. Maj.) L. C. Ellard to be temp. Maj. (Sept. 16).

Temp. Lt. E. P. Leacock to be temp. Capt., and to retain present grading under S.P. 22 (Oct. 1).

C.A.M.C.—Temp. Lt. Col. (actg. Col.) T. J. F. Murphy, D.S.O., to be temp. Col. (Oct. 4). Temp. Maj. (actg. Lt. Col.) W. J. M. Auster, M.C., to retain actg. rank of Lt. Col. (Sept. 1).

GENERAL LIST.—Temp. Lt. H. M. Williams to be actg. Capt. while empd., with Dept. of Gen. Auditor (Sept. 25).

RETIREMENTS IN BRITISH ISLES.—T. Capt. C. W. H. Nicholson, T./Lt. E. T. D. Francis and D. W. Robins, Engrs., T./Capt. A. P. Hamilton and T./Lt. E. Evans, Que.; T./Lt.-Col. K. C. Bedson and H./Capt. & Q.M.R. R. A. Taunton, M.C., Man.; T. Capt. W. L. Back, Sask.; T. Capt. R. B. Darley, Alta.; T. Capt. C. H. E. Rawlings, C.M.G.C.; T./Lt. A. D. Davidson, C.A.S.C.; T./Lt. Col. M. H. Allen, T. Maj. N. J. Barton, and H. Capt. H. G. Bayes, C.A.M.C.; T./Capt. C. E. Wright and T. Lt. C. W. Smith, C.A.D.C.

Royal Canadian Navy.

SUB-LIEUTS.—E. A. Thompson, to *Vendetta*; A. M. Hope, to *Wild Swan*, on commg.; H. T. W. Grant, to *Warwick*; and O. F. W. Critchley, to *Torrid* (Oct. 18).

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OBITUARY.

At Montreal.—Capt. H. H. Kerr (56), late C.A.D.C., suddenly at Cornwall, Ont.—Mr. Archibald Denny (65), formerly manager of the Royal Bank of Canada, At Toronto.—Mr. S. Bruce Harmon, well-known in insurance circles; Capt. Oswald M. Pease (34), late 5th Bn., from a fall from his horse. At Port Arthur.—Farley Thompson (16), son of the manager of Molsons Bank, owing to a fall from a precipice. At Revelstoke.—Mrs. Charles St. Lawrence McIntosh (25), daughter-in-law of the ex-Governor of the North-West Territories.

At Oakland, Cal.—Mrs. Elizabeth Foster, mother of the Hon. W. E. Foster, Premier of New Brunswick.

Mr. Edward O'Kelly, Agent in Dublin for the Canadian Government Emigration Office, died suddenly on October 24. He was present at the recent meeting of the Agents held in London, and died, apparently from heart failure, while on his way from his home to his office. Mr. O'Kelly was one of the Commissioners under the Irish Land Bill, appointed by Mr. Balfour when Chief Secretary for Ireland, and subsequently became Agent for the Canadian Department of Emigration for the South of Ireland.

The death took place suddenly at Broadstone, Dorset, last month, at the age of 58, of Capt. Charles N. Cobbett, R.A.M.C., who before the war practised at Edmonton, Alberta. He joined the R.A.M.C. in 1915, and was recently employed under the Ministry of Munitions. Deceased was educated at University College, London, and Edinburgh University.

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Sir William White, addressing the Canadian Club at Montreal on Tuesday, stated that he saw no troublous time ahead, but if it came, Canada by production would be able to meet it.

A whist drive, concert and dance, on Tuesday of last week, marked the "demobilisation" of a section of the Canadian Pay Office, Millbank. The affair was well attended by the military and civilian staffs. Sergt. Walters superintended the whist drive, and S/Sergt. Bennett acted as dance M.C. Capt. Reynolds presented the prizes won at the whist drive, and Major Davison, Chief Paymaster, O.M.F.C., was among those present.

BRITISH FILMS FOR CANADA.

High Quality of Production a Necessity.

It is universally recognised that motion pictures are to-day one of the greatest forms of advertisement and propaganda. The once humble "movie" has attained in a few short years a pre-eminent position as an advertising agent. Its potentialities as an educator have as yet only been developed in a minor degree, but we are to-day on the verge of seeing these potentialities realised.

In the past, development of the British spirit in the Empire has been left largely in the hands of the Press, with the result that in the Oversea Dominions British ideals and sentiment have been in danger of practical extinction, owing to newspaper and similar propaganda work other than that of British origin.

In the last decade, especially, the power of the film has made itself felt. Canada, on account of its proximity to the United States—the greatest film-producing country in the world—has been flooded with propaganda essentially American, and, consequently, non-British.

For Canada and the United States.

The visit to England of Mr. Jay J. Allen, of the Allen Theatre Enterprises (Canada), is, therefore, invested with more than ordinary interest. Mr. Allen is here for the purpose of studying motion picture production in Great Britain, with a view to purchasing British films for use in Canada. The Allen Theatre Enterprises control some sixty picture theatres, either in operation or under construction, throughout the Dominion, and expect to shortly control a chain of 100 picture houses, which will link up the Pacific with the Atlantic coast.

Having thus established a firm hold of the "movie" business in Canada, the Allens have recently turned their attention to the United States. They have a million-dollar theatre under construction in Cleveland, Ohio, and one in Detroit, Mich., costing three-quarters of a million dollars. This invasion of the United States by the leading Canadian firm is not without significance. Indeed, it has a vital bearing on the question of Empire propaganda and the presentation of the British viewpoint.

Exception has been taken by Canadian writers to the fact that hitherto American productions have overrun Canada, to the almost total neglect of the British film. This, while in part true, may be put down to two reasons, i.e. (1) the supreme position of the United States in the film-producing business, and (2) the relatively minor importance of British producers and the comparatively poor quality of their offerings.

Canada, through its geographical relationship to the United States, having always been able to secure the best-quality film from its neighbour, is not content to accept, on a mere basis of sentiment, British films of a quality inferior to the American product. This phase is strongly emphasised by Mr. Jay Allen, who declares that his firm will always extend preference to British-made pictures if the quality of the latter is up to the standard set by the market.

This promise of preferential treatment for British productions is not an empty one. For ten years—that is, almost since the Allens started in business in a small way in Brantford, Ont.—the firm have given special attention to the showing of the best British productions available for the Canadian market. For some time they have had a London office operating for this purpose.

Battle Films.

Early this year, it will be remembered, a storm of indignant protest was raised in consequence of the showing in Canada of films giving prominence to the actions of American troops in alleged "British battle scenes." The protests of returned Canadian soldiers resulted in the Ontario Provincial Government issuing a ban against such imported films. Prior to this decision, the Allen Theatre Enterprises had taken action on their own initiative. They launched the Allen's British Films, Ltd., for the purpose of increasing their importation of British productions. Coincident with this, they curtailed American productions by 40 per cent., with a view to filling the gap with films of British manufacture. "The Better Ole," one of the earliest importations under the new arrangement, was an instantaneous success, but other British films, possessing less human interest, have had to struggle against the "Americanisation" of Canadians in the matter of amusement.

British producers, as has been suggested in this article, are themselves largely to blame for present-day cinema conditions in Canada. The Canadian rights in films intended for use in the Dominion should obviously be sold to Canadian firms or agents, instead of the present method of selling to American companies or agents the combined American and Canadian rights. Co-operation is not a one-sided matter, and if British producers expect Canadian preference, they must be prepared to meet the Canadian importer half way.

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Mr. John Howard, Agent-General for the Province of Nova Scotia, has become one of the Hon. Vice-Presidents of the United Kingdom Branch, G.W.V.A. of Canada.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication.

H.R.H. the Duke of Connaught has become Patron of the United Kingdom Branch of the Great War Veterans' Association of Canada.

General Lord Byng of Vimy has been awarded the Order of the White Eagle, with swords, 1st Class, by the King of Serbia.

Sir George and Lady Perley attended the memorial service at Westminster Abbey on October 22 for the late Viscount Astor, and were present on the following day with the Countess of Minto at the service in St. George's, Hanover Square, prior to the cremation which took place at Golders Green.

Sir George and Lady Perley were present at the Guildhall on Tuesday, when Prince Albert was made a freeman of the City of London.

The Hon. N. W. Rowell, President of the Privy Council, and the Hon. Gideon D. Robertson, Minister of Labour, represented the Canadian Government at the International Labour Conference at Washington this week.

The Hon. W. L. Mackenzie King, the Liberal leader, took his seat in the House of Commons on October 23, having been elected M.P. for Prince County, P.E.I.

Lt.-Col. J. W. Boyle, Canadian Militia, has been awarded the following Roumanian honours:—Order of the Star of Roumania (Grand Officer), Order of the Crown of Roumania (Commander), and Order of Regina Maria.

General Sir Frederick Robb and Lady Robb have arrived at Ottawa from England.

Mr. T. H. Black, Huddersfield, has been appointed Professor of Law at Toronto University.

The following Canadians have joined the Royal Colonial Institute:—Sir Campbell Stuart, Major J. Elsdale Molson, M.P., Lt.-Col. K. C. Bedson, Mr. A. S. Lawrence and Rev. R. A. Scarlett, Winnipeg; Messrs. Gordon V. Draper and Hugh C. MacLean, Toronto; and Lt. J. E. H. Tidswell, Ottawa.

Major-General G. L. Foster, C.B., Director-General of Medical Services, O.M.F.C., was on Wednesday entertained to dinner at the Savoy Hotel by a few of his friends, prior to his departure for Canada. Those present were Sir George Perley, Lt.-Gen. Sir T. H. J. C. Goodwin (Director-General, R.A.M.C.), Sir Herbert Ames, M.P., Sir C. A. Hanson, Bt., M.P., Brig.-Gen. R. Manley Sims, Sir J. Y. MacAlister, Maj.-Gen. J. H. MacBrien, Sir Keith Price, Mr. Percy Hurd, M.P., Mr. F. C. Wade, Col. H. W. Blaylock, Mr. T. Hewitt Skinner, Mr. John Howard, Mr. C. C. Cambie, Mr. George A. Walker, Mr. W. Kerr, Col. G. W. Badgerow, Lt.-Col. J. Obed Smith, Major Garratt, Major C. F. Skipper, Lt.-Col. Sir G. McLaren Brown, and Mr. J. G. Colmer.

On her arrival in Montreal Lady Drummond was met by a deputation from the Canadian Red Cross Society.

Lady Allan, it is announced from Montreal, has written a book embodying her experiences in war-time.

The Hon. Rodolphe Lemieux and Mme. Lemieux, with their two daughters



MR. SPENCER L. FURNISS.

Mr. Spencer L. Furniss, Chief Agent to the European General Manager, C.P.R., is married Saturday morning at Forest Wesleyan Church to Miss Ethel M. H. Booth, daughter of the late Mr. A. J. Booth, of London and South Africa. On the Thursday morning previous to the wedding, at the head European offices of the C.P.R., 6265, Charing Cross, London, Mr. George McLaren Brown, headed Mr. Furniss, on behalf of upwards of 100 members of the European staff at the married address, a canteen of outery and (for the bride) a silver towel box as token of their goodwill and esteem.

The announcement is made in Montreal of the engagement of Evelyn, second daughter of Mr. and Mrs. W. R. MacInnes, to Captain R. Bruce Reford, M.C. Irish Guards, elder son of Mr. and Mrs. R. Wilson Reford, both of Montreal. Cap-



MISS ETHEL BOOTH.

MARRIED LAST SATURDAY.

arrived on the C.P.O.S. *Tunisia* last week to visit the grave of their son, Lt. R. Lemieux, who was killed in France.

The Hon. Dr. Henri Beland, M.P., arrived in England by the C.P.O.S. *Minnedosa*, and will visit relations of his late wife in Belgium.

Col. J. A. and Mrs. Scott, of Quebec, have arrived in London.

The arrivals from Canada by the C.P.O.S. *Minnedosa* on October 24 included Sir Thomas Esmonde, the Marquis and Marchioness of Exeter, Lt.-Col. Laurie, K.C., Archbishop Sinnott, Bishop Loft-house, and Col. J. C. O. Mack.

Lady Bowring and Lt.-Col. Claude Bryan were among the passengers to New York by the White Star s.s. *Lapland*.

Sir Ian Malcolm, M.P. for South Croydon, has been appointed resident director of the Suez Canal in Paris. He was born in Quebec in 1868.

ENGAGEMENTS AND MARRIAGES.

Col. W. H. S. Nickerson, V.C., C.M.G., R.A.M.C., was married on October 23 at St. Martin's Church, Trafalgar Square, to Nan, elder daughter of Mr. T. W. Waller, Baynards Park, near Horsham. Owing to mourning, the wedding was a very quiet one; there were no bridesmaids, and no reception was held afterwards.

tain Reford is A.D.C. to Viscount French, Lord Lieutenant of Ireland.

A marriage has been arranged, and will shortly take place, between Frederick Webber Ashe (Assistant-General Manager, Union Bank of Canada), youngest son of the late Captain Edward David Ashe, Royal Navy, and Leslie (Mrs. Mitchell), only daughter of the late Major Robert Whittington-Lowe.

The wedding took place at Christ Church Cathedral, Victoria, on October 8, of Miss Vera Mason, daughter of Mrs. J. Stevenson, and sister of Mrs. Roger Monteith, of Vancouver, to Col. G. M. Humble, C.M.G., D.S.O. A reception at Government House followed the ceremony.

The engagement is announced between Major W. L. Whittemore, M.C., eldest son of Mr. and Mrs. L. H. Whittemore, of Evanston, U.S.A., and Asatka, Muskoka, Ontario, and the Hon. Ivy Lorna Jervis, only daughter of Viscount St. Vincent, of Sutton-on-Derwent, Cork, and Carlton, Shanklin, Isle of Wight.

At St. John's Anglican Church, Peterboro, Ont., Marion, daughter of Mr. and Mrs. Henry Rush, was married to Rev. John Frederick Sawers, rector of St. Peter's Church, Cobourg.

FROM EAST TO WEST

ONTARIO



PROVINCE.

OTTAWA.—Since the retirement of Sir Percy Sherwood, from ill health, there has been no permanent head of the Dominion Police. It is understood that an amalgamation of the Dominion Police and R.N.-W.M.P. will shortly be effected and Col. Perry be appointed head of the amalgamated force.

—The will of the late Mr. Hiram Robinson bequeathed \$100,000 to the city for the new hospital. The stipulation is made that the grant be used within a specified time for the Children's Ward.

TORONTO.—The National Executive of the Imperial Order of the Daughters of the Empire have decided to organise a campaign throughout Canada during the week beginning November 24, to raise half a million dollars for a war memorial to Canada's dead. The memorial will be a comprehensive scheme of patriotic educational propaganda, which will include school pictures, libraries, lectures and scholarships. A great feature will be the presentation to Canadian schools of reproductions of the famous war memorial paintings of Canada's part in the Great War.

Judge J. Coughlin, junior judge of Kent County, has been appointed judge of Essex County. Judge R. D. Gunn, junior judge of Carleton, judge of that county. Judge Hearn, junior judge of Waterloo, judge of that county, and Judge Widdifield, junior judge of Grey County, is appointed junior judge of York County.

—Upper Canada College has decided to continue the school here, and not to move into the country.

DESERONTO.—In order to secure industries, this town will give free sites and certain exemptions from taxation.

PETERBORO.—The Bank of Toronto has purchased the block at the south-east corner of George and Hunter Streets, in which their banking office has been located for many years.

BRANTFORD.—Though during the past year 600 foreigners left here, the Assessors report that the population increased by 1,824, making a total of 30,549. Coupled with this is an increase in assessment of \$805,230, making the total assessment of \$25,007,135. The total taxable assessment is now \$20,962,475.

—The latest local industry to announce an extension is the Brantford Oven and Rack Co., which will double its plant here, owing to increased demands for its output. Almost every factory in the city has either extended this year or is working on plans for such extension.

KITCHENER.—The Assessment Commissioner states that the population has reached a total of 21,052, an increase of 1,285 over last year.

—The erection of a new theatre will be commenced at an early date, to cost \$150,000 and seat 1,700.

WINDSOR.—This city is enjoying the biggest building boom in its history, the total value of permits issued for the nine months ending September figure \$1,400,000, compared with \$650,000 in 1917—the previous record.

STRATFORD.—According to the Assessment Commissioner this city now has a population of 14,106, an increase of 963 in the last year. The assessed value of real estate has increased about half a million dollars, bringing the total above \$10,000,000.

—The Annie Macpherson Home on Avon Street will be closed, having been amalgamated with the Liverpool Sheltering Home in Belleville. The work of the Home has been the sheltering of young boys and girls brought out from England until they are placed in Canada, but no children have entered since 1915, so it was thought wise to join with the Belleville institution. Since it was first opened in 1884, about 8,100 boys and girls have passed through it. Mr. W. H. Merry, a nephew of the founder, who, with his wife has had charge of the Home here since its inception, is moving to Belleville to join the Liverpool Sheltering Home.

SARNIA.—The doors of the City Hall here have been closed to William Ivens, one of the Winnipeg strike leaders, who is awaiting his trial on a charge of sedition. Ivens was selected by the Labour Convention as its candidate for the Mayoralty of Winnipeg, but has declined to stand.

QUEBEC



PROVINCE.

QUEBEC.—The Provincial Government has offered to advance the city of Hull \$350,000 to carry on its housing scheme. It is planned to set aside \$200,000 of the loan to help owners of individual lots to erect dwellings thereon. The rest of the loan will be used to develop a housing scheme in a locality which will be decided upon. The rules governing the loans for houses are the same in Quebec as in Ontario. A limitation of \$4,000 is placed upon the cost of constructing each house.

MONTREAL.—Professor Carrie E. Derick, of McGill University, has been appointed to fill a vacancy on the Provincial Council of Public Instruction. This is the first time a woman has been given such an appointment in Quebec.

Steps are being taken by the Montreal shipping interests to secure legislation which will so amend the Canada Shipping Act as to free them from the compulsory employment of pilots when proceeding up or down the Gulf and River St. Lawrence.

—An impressive ceremony was that of depositing the Colours of the 14th Bn., Royal Montreal Regt., in the Church of St. James the Apostle. About 600 officers and other ranks, under command of Col. Dick Worrall, D.S.O., M.C., paraded for the ceremony. The battalion was addressed by Major the Rev. Canon A. P. Shatford.

NOVA



SCOTIA.

HALIFAX.—The Halifax Commercial Club entertained Lt.-Governor Grant, upon his return from a trip through Western Canada. Mr. W. A. Major presided at the luncheon, and his Grace the Archbishop of Nova Scotia made the address of welcome.

The forests belonging to the late Mr. E. Stenelin, of Weymouth, have been cruised lately, and the surveyors found in the property 48,000,000 sup. ft. of merchantable spruce and pine, 70,000 cords of pulp wood, 200,000 ft. hemlock, 3,000,000 sup. ft. of merchantable hardwood timber and a large quantity of cordwood. This land, situated on the Tuskent River, constitutes the largest block of timber in the west side of lower Nova Scotia.

—Fire, breaking out in the fumigating room, destroyed the city small-pox hospital at Rockhead, at a loss of \$7,000.

SYDNEY.—A coal bank belonging to the Inverness Coal Co. was slowly destroyed by fire at Port Hawkesbury. The bank contained several thousand tons of coal.

AMHERST.—The vacancy in the Customs Collectorship has been filled by the appointment of Lt.-Col. Charles E. Bent, C.M.G., D.S.O.

NEW



BRUNSWICK.

FREDERICTON.—This city has, during the past few months experienced the greatest real estate boom in its history.

—The Provincial Government has contributed \$2,500 for the relief of the people of Oromocto, and Premier Foster urges a general response to the call for assistance for those who lost everything in the fire which swept the village.

Mr. W. S. Hooper reports \$7,195 as the amount awarded in prizes at the Fredericton 1919 Exhibition, divided according to Provinces as follows:—New Brunswick, \$4,396; Prince Edward Island, \$1,405; Nova Scotia, \$756; Ontario, \$482; Quebec, \$394.

—A cross made from stones which Bishop Richardson brought back from France, where he went on a war mission for the Church of England in Canada, has been placed on a pillar at the south side of the chancel of Christ Church Cathedral. The cross is composed of four pieces of stone, one from the altar of Arras Cathedral, one from the altar of Ypres and another from the nave of Ypres Cathedral, while the fourth is from the Lady Chapel of Arras.

FROM EAST TO WEST

MANITOBA



PROVINCE.

WINNIPEG. The erection of the new Parliament buildings will be fully completed by May 1, says Mr. Thomas Wallace, Superintendent of Construction, but the Legislative Chamber will be ready to hold the next session there in January.

—The Provincial Cabinet has not yet decided whether or not it will allow the University of Manitoba to use the old Parliament Buildings after the offices are moved into the new buildings.

—The Provincial Teachers' Federation demand a minimum annual salary of \$1,200, and the teachers of the four Western Provinces will form a defensive and aggressive alliance.

—The St. David's Society at its annual meeting elected as president Mr. David Price; vice-president, Mr. W. Jenkins; secretary, Mr. W. J. Holland.

A detachment of the Middlesex Regt., on their way home from Siberia, passed through the city on September 23, and were entertained.

At the eleventh annual general meeting of the Kentish Association the officers elected for the ensuing year were: President, Mr. H. H. Bailey; vice-presidents, Messrs. D. Baker and G. M. Jenner; hon. treasurer, Mr. L. G. New; hon. recording secretary, Mr. J. R. Wood.

THE PAS.—Instructions have been given not to impose a trapper's licence upon Indians North of 53. This affects 1,500 Indian trappers. There is a 50 per cent. increase in the number of licences issued to white trappers. It is estimated there will be 2,000 trappers out this winter, inclusive of Indians.

NEEPAWA.—In the Methodist Church here a bronze memorial tablet to Lt. Harold Oakley Leach, M.C., 4th Bn. M.G.C., was unveiled.

SWAN RIVER.—This municipality will tackle the problem of providing accommodation for transients and proposes the erection of an hotel to be municipally-owned. Tenders are also to be called for shortly for an electric power and light plant.

SASKAT.



CHEWAN.

REGINA.—Mr. J. G. Robertson, Livestock Commissioner for Saskatchewan, has gone to Ontario and the Eastern States to purchase choice rams and ewes for farmers who wish to improve their stock and develop sheep farming in the Province.

—The Bank of Hamilton has opened branches at Lake Valley and at Eskbank.

—The Provincial Government has made an appropriation of \$6,000 for improvements to the road between Battleford and North Battleford.

—The sheep industry is growing in favour in the Battleford district.

At a meeting of the directors of the Saskatchewan Municipal Hail Insurance Association it was estimated that the hail losses this year in the Province will necessitate the paying of an indemnity of \$1,950,000. In order that this claim may be met, it will be necessary to levy an excess seeded acreage rate of 22 cents per acre.

SASKATOON.—The Board of Governors of the University of Saskatchewan has approved two appointments to the teaching staff proposed by Dr. Long, viz., Mr. J. Thaddens Hobert, of New Brunswick, as professor in law; Mr. Alex. M. McGowan, of Delaware, as head of the department of physics.

—Military training is to be continued at the University, and Capt. C. J. Mackenzie, M.C., is making arrangements to re-organise the Canadian Officers' Training Corps here.

MOOSE JAW.—The ratepayers have agreed to cancel \$35,000 rates owing by the tramway company, and to relieve it from further taxation during the remaining 11 years of the lease.

ALBERTA



PROVINCE.

EDMONTON. Subject to the approval of the Provincial Legislature, it has been decided, after a conference with the Provincial command of the G.W.V.A., that the Provincial Government will contribute 25 per cent. of the cost of erecting soldiers' clubs in the cities in the Province where such clubs are erected, provided that the building in each case is a substantial structure of solid brick or stone, and provision made for reasonable sleeping accommodation for any soldiers who may be temporarily visiting the city in which the club is situated.

—The Government estimate of the grain crop in the Peace River district, in Grand Prairie and Pouce Coupe, is approximately 5,000,000 bushels of wheat, oats, barley and rye. For the first time, Northern-grown grain will be exported in quantities sufficient to make the New North an actual factor to be recognised.

CALGARY. Col. Innis, Inspector for Canada of the Soldiers' Settlement Board, announced here that an experimental farm for soldiers would be established at Carstairs shortly, and also that the Board had taken over one of the Provincial demonstration farms at Vermillion, Alberta, for the same purpose. The farms will be in charge of experts and conducted much along the same lines as the Dominion Experimental Farms. Col. Innis also stated that a total of \$37,000,000 had been given out in loans, the average loan to soldiers being \$3,100.

WETASKIWIN. The Council has found it necessary to increase the tax rate, making a total of 39 mills to public school supporters and 37½ mills for separate school supporters, in addition to the supplementary revenue tax rate of 1 mill required by the Provincial Government.

BRITISH



COLUMBIA.

VICTORIA.—Narrows, Ltd., have received the order for a 90-foot steel ferryboat, to operate across the Fraser River at Mission, which is a connecting link in the main highway and carries motor cars, farm wagons and passengers.

VANCOUVER.—During the nine months of the present year \$1,006,348 worth of building has been done, an increase of nearly \$500,000 for the same period of 1918.

Lt.-Col. G. H. Kirkpatrick, D.S.O., chairman of the new Board of Harbour Commissioners, was O.C. of the 72nd Overseas Bn. In civilian life Col. Kirkpatrick was a member of the firm of Leckie & Kirkpatrick, mining engineers. Recently he married a daughter of Sir Charles Tupper. The other members of the Board are Major Mackenzie, C.E., formerly engineer at the Stave Lake plant, and Mr. McClay. It is understood that the salaries attached to the new Commissioners will be \$2,500 a year for the Board members, with an additional \$500 for the chairman.

NORTH VANCOUVER. The *Canadian Raider*, the third of the order placed with the Wallace Shipyards by the Dominion Government through the Canadian Merchant Marine, was launched on October 7. The vessel is 320 ft. long, 44 ft. mid beam. The first of the steel vessels built at the Wallace Shipyards was the *Canadian Volunteer*, launched April 5. The *Canadian Trooper* was launched May 31.

NEW WESTMINSTER.—On October 1 H.E. the Duke of Devonshire, at the Exhibition here, said: "British Columbia made a glorious record in war service. Her after-war record can be just as praiseworthy if the people will put the same degree of energy behind the great problems of reconstruction."

PRINCE RUPERT.—Another new industry has been established across the bay in Osborne Cove. This is the Tucks Inlet By-Products Co. The product of the plant will be entirely obtained from fish, such as fish meal, fertiliser ingredient and fish oil, soap ingredient. Incidentally, the factory will be a means of disposing of the offal from the fish-packing companies.

PORT MOODY.—Big additions to the plant of the Imperial Oil Company are to be made this fall at a cost of \$600,000. The new addition will mean an increase of 100 men to the pay-roll.

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THE FISHING FLEET IN ST. JOHN'S HARBOUR

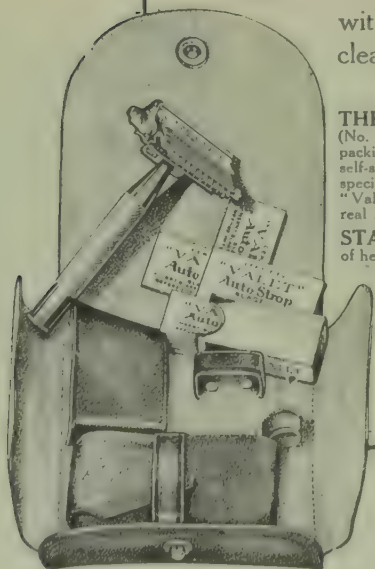


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BUREAUCRATIC INEPTITUDE.

The Story of the British Ministry of Shipping, Forty German Steamers, and a Canadian Offer.

THE apparent sacrifice by the British Ministry of Shipping of the interests of Canada and a Canadian shipping enterprise has been disclosed by the information just made public that the contract for the repair of some forty German vessels interned in South American waters has been granted to German interests.

Where Canada's interests have suffered is in the fact that the Ministry of Shipping previously refused, first, an offer to buy the ships, register ten of them in Canada for her Merchant Marine, and use the purchase price as a credit for the supply of foodstuffs from Canada to Germany; and, secondly, an offer by the Anderson Co., of which Mr. J. Herbert Anderson, a Canadian, is head, to repair the vessels at a very moderate profit and put them in commission for the British Government. As a result of these refusals the vessels, which might have been in service six months ago, are still unrepared.

The fate of these vessels was made the subject of a question asked of the Government in the British House of Commons some months ago, after two had been lost in a storm while lying in a Chilean port. Theirs is a long history. After having been interned and damaged by their German owners, the Armistice found them still in Chilean waters. As at the time

another remarkable one in view of the willingness of the German owners to sell the tonnage and of the other Allies to allow its sale.

To be Repaired by Germans.

However, after being given this answer, the Anderson Co. made an alternative suggestion, that they be authorized to repair the ships at cost, plus £1 per ton, the whole scheme to be financed by themselves until the ships were actually delivered in Great Britain. The company had already made precise surveys of the damage done to the ships, and had been informed of the whereabouts of certain parts conceded by the German crews. They offered to consult the convenience of the Allies in every possible way and deliver the ships in six months' time.

This offer was also refused, or, at least, not accepted. Mr. Anderson returned to New York. While there he heard rumours that the contract for repairing the ships was to be given to Germany, and he came to London to ascertain the facts. A fortnight ago he was informed by the Ministry of Shipping that the rumours were correct.

Failing some justification of its attitude by the Ministry of Shipping, its action appears to be a unique illustration of how not to encourage Imperial sentiment. No matter how efficient the German workmen may be, their offer cannot be much more advantageous than that of the Anderson Co., who were willing to accept a very low profit and to submit to the examination of experts, to be appointed by the Ministry of Shipping, their figures for cost of the repairs. And when it is considered that one year's delay must ensue between the completion of the present contract and that which might have been made, it will be seen how great a loss has resulted to every interest concerned, and more particularly to Canadian export trade. The vessels will have to be towed to Germany for repair.

The Official Point of View.

When seen in regard to the matter, Mr. Lodge, Secretary of the Ministry of Shipping, stated he was unacquainted with the first offer made by Mr. Anderson, that for the purchase of the ships. "However, it is easy to see that under the circumstances the British Government could not have authorised the sale of German ships to anyone," he remarked. "They were not our ships; they belonged to Germany."

"But the Germans were willing to sell."

"The Germans would have been glad to sell all their ships, but it was not in Great Britain's interest to allow them to do so, inasmuch as we stood to gain a large portion of this German tonnage under the terms of the Peace Treaty."

"But isn't Germany to receive anything in return?"

"Oh, yes; their value will be allowed for."

"Then it appears to come to very much the same thing in the end," commented the interviewer.

In regard to the offer for repair of the ships, Mr. Lodge said that an agreement had been arrived at between the Allies for the repair of German vessels in the Dutch West Indies by the British, in Spain by the French, and in South American waters by the Americans. Most of the vessels allocated under the first two heads had been repaired, but the United States had not done anything with the ships in Chile and Argentina. As for the Anderson contract, Mr. Lodge said in the first place it looked like a very good thing for Mr. Anderson, and in the second place it was for the United States to accept the offer if it desired.

"But Mr. Anderson claims the United States was willing to approve the contract if Great Britain were favourable," said the interviewer.

"Two months ago the responsibility for repairing these vessels was placed with Great Britain," resumed Mr. Lodge. "However, we did not see fit to accept the Anderson offer, since it seemed to us that, as the Germans were responsible for putting the rest of their tonnage in shape under the Peace Treaty terms, we might as well include these boats. They will be towed to German ports and there repaired."

"But will that not be a very expensive proceeding?" Mr. Lodge was asked.

"The Germans who built these ships should be able to repair them efficiently. When the work is completed we will get the boats, although there are conditions attached as to carrying foodstuffs to Germany."

General Booth, of the Salvation Army, will sail for New York in January, and after seeing the various aspects of the American work, will tour both Eastern and Western Canada before sailing from San Francisco for New Zealand, whence he will proceed to Australia. The whole journey will, it is expected, occupy him until next August.

Is "Canada" in your local library or reading room? If not why not?



THE PARLIAMENT BUILDINGS AT VICTORIA, B.C.,
Illuminated in honour of the Prince of Wales' visit.

no definite decision had been taken as to the disposal of enemy tonnage, the Anderson Co., of New York and Montreal, made a proposal to purchase the boats at an approximate price of \$30,000,000, this purchase money to be used as a credit for the supply of food and raw materials which the Allies had agreed to sell to Germany. The Anderson Co. had acted for the French Government throughout the war for the purchase of tonnage in America, was favourably known to the Canadian Government, and was at the time disposing of some hundred and forty small vessels for the British Government, as well as acting for the United States Shipping Board in the purchase of tonnage.

A 1917 Precedent.

A precedent had already been set by the purchase in 1917, when enemy tonnage was the vital need of the Allies, of a large number of German and Austrian vessels by the United States Shipping Board with the consent of Great Britain and France. The Anderson Co. had also obtained the consent of the German owners of the vessels for their sale, on condition that the money be placed as a credit for foodstuffs in Canada or the United States. The company thereupon put their proposition before the Allied Governments and assumed the responsibility for fitting out the vessels in the shortest possible time. This was at a time when the increase of tonnage for Canadian trade was a paramount necessity, and the Canadian Government therefore saw fit to refer the matter to Great Britain, recommending that the proposition should be accepted with the following conditions:—

- (1) That the purchase money should be deposited in Canada for the payment of food supplies.
- (2) That ten of the vessels should be registered in Canada to augment her Merchant Marine.

At this time the sanction of the other Allied Governments had been obtained, as stated, and it only remained for Britain to give her consent. Mr. Anderson himself appeared before the Ministry of Shipping and presented the case. But the proposition was refused, and this, though some higher officials of the Government expressed it as their individual opinion that the arrangement would be in the best interests of all concerned. It is understood the reasons given to Mr. Anderson were that the ownership of the tonnage was still vested in Germany, and that an agreement for the disposition of the vessels had already been arrived at. These arguments, however, were

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BRITISH



COLUMBIA

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The following is an approximate estimate of the mineral production for 1918, as issued by the Minister of Mines, together with the comparative figures for 1917:—

	1918.	1917.
Gold	\$3,560,000	\$2,863,190
Silver	2,801,000	2,265,749
Lead	2,945,000	2,951,020
Copper	15,882,000	16,038,258
Zinc	2,500,000	3,166,259
Coal	11,460,000	7,524,913
Coke	1,335,000	959,430
Miscellaneous products	1,000,000	1,241,575

Totals .. \$41,083,000 .. \$37,010,312

Increase 1918 over 1917 \$4,072,688.

Total mineral production for all years up to and including 1918,
\$636,954,107.

Full information may be obtained on application to the Agent-General for B.C. British Columbia House, 1 & 3, Regent Street, S.W.1.

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The British, Foreign and Colonial Corporation, Ltd., 57, Bishopsgate, London, E.C.2, have just published the quarterly supplement of "The 100 Best Investments," price 7d. (post free), thus bringing that annual work of reference up to date. Besides the usual features, the work contains an informative article, entitled "A Period of Readjustment," which deals fully with the investment position of to-day, with special reference to the problems raised by inflation and the Labour situation. It also includes a number of useful tables and hints of value to everyone concerned with the remunerative employment of money. The book is arranged in convenient form, the securities (which include several Canadian stocks and bonds), being set out alphabetically and also in order of yield.

* * *

Fifty-five thousand immigrants entered Canada during the period April 1 to August 30, and of these some 24,000 came from the British Isles (says a cablegram from the Minister of Colonisation and Immigration, Ottawa). In August alone 9,400 arrived from the United Kingdom.

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DEEDS THAT WON BATTLE HONOURS.

Gallantry in Fighting at Cambrai, Canal du Nord, Bourlon Wood, &c.

(*"London Gazette"* Supplement, October 3, *Awards Announced in "Gazette" Supplement of March 8.*)

[Continued from Last Issue.]

MILITARY CROSS (continued).

Lt. Ewart G. Dixon, 20th Bn. (Hamilton).

North-east of Cambrai, on October 11, 1918, during an attack on the enemy, he led his platoon with great gallantry, in the face of heavy machine-gun fire. When counter-attacked with Tanks, his personal example in seizing a Lewis gun and opening fire on one astonished the men and resulted in beating off the attack. By his initiative and example of courage he averted what might have been a serious situation.

Capt. Herbert Donald, 1st M.G. Bn.

Near Blecourt, north of Cambrai, on October 1, 1918, when in command of a machine-gun battery in the attack, he, by personal reconnaissance, was enabled to advance his guns safely, through heavy shelling, to a commanding position. When the enemy counter-attacked in force he quickly brought the fire of his guns to bear on them, thus covering the withdrawal of our troops from an impossible position.

Lt. Robert F. B. Donald, 10th Bn.

On September 27-28, 1918, east of Haynecourt, he worked unceasingly for 48 hours, under very heavy fire, delivering orders, aiding the companies in getting into new positions, and bringing forward small arms ammunition and bombs to the forward positions.



THE PRINCE OF WALES INSPECTING "MOUNTIES" AT REGINA.

Photograph: Canadian Pacific Railway

Lt. Stuart Drewry, 10th C.R.T. (Winnipeg).

During the operations east of Ypres, and particularly during the period September 17 to October 20, 1918, he went beyond our outpost lines north-east of Ypres to investigate the condition of the old light railway lines in No Man's Land, and his information enabled the troops to extend the Forest Hill Line to Passchendaele, a distance of five miles, in thirty-six hours.

Lt. Harry D. Duff, 4th Bn. (Cookstown, Ont.).

For conspicuous gallantry and initiative on September 27, 1918, in the attack on the Canal du Nord, and subsequent capture of high ground about Deligny Mill. He also showed great coolness and determination during the attack on the Abancourt Ridge. Through out his work was excellent. He carried out many reconnaissances under heavy fire, and obtained most valuable information.

Lt. Norman G. Duffell, 58th Bn. (Toronto).

During the attacks on the Maroing line and Pont d'Aire on September 28 and October 1, 1918, when his advance was checked by two enemy machine-guns, he, at the head of a small party, succeeded in capturing the machine-guns, with their crews.

Lt. Leonard I. Easton, 4th Bn. Engrs. (Winnipeg).

On the night of October 10-11, 1918, he was one of the officers in charge of a party constructing a bridge over the River Erclin, near Naves. Although under fire the whole night, and working in total darkness, he displayed great energy, and was largely responsible for the successful accomplishment of this important work, thus enabling the infantry to advance at daylight.

Lt. Ernest Elliott, 4th Bn. (Edmonton).

On September 27, 1918, during the assault on the Canal du Nord, he attacked a machine-gun post single-handed, killing all of the defenders. During the subsequent advance he and his platoon killed twenty-seven of the enemy. When the final objective was reached he was wounded, but refused to be evacuated, and carried on through the attack of October 1.

Lt. Robert England, R.C.R. (Regina).

For conspicuous gallantry and devotion to duty during the operations near Cambrai from September 27 to October 1, 1918. During the night prior to the attack he reconnoitred a village, and later returned with a party and mopped up enemy posts. During the operations as scout officer he kept the battalion commander accurately informed of the situation, being wounded in obtaining information.

Lt. John B. Farrell, 8th Bn.

During the attack east of the Douai-Cambrai Road on September

31, 1918, when the situation was critical, he commanded two companies in which all officers had been casualties. He reorganised his unit and resumed the command of the men with the result that another enemy position was defeated.

Capt. Sydney H. Fellowes, 4th Twp. Coy., Engrs. (Toronto).

He succeeded under shell fire in getting a heavy steel bridge 100 feet span, across the Canal du Nord, in seventeen hours' work. This enabled this important traffic artery to be brought into use on October 26, 1918.

Lt. William A. Fellows, 2nd Bn.

During the successful operations north of Bourlon Wood on September 21, 1918, when the whole advance was held up by enemy machine-gun and artillery fire, he manoeuvred his company with the utmost coolness, and with such striking success as to break down the enemy opposition and compel him to retire.

Capt. Albert G. Fleming, C.A.M.C., and 4th Bn. (Toronto).

During the attack of September 27, he established his aid post for the attack in the extreme eastern portion of Inchy within 400 yards of the enemy outpost line, and occupied this position during the night, despite a heavy high explosive and gas bombardment in order to be as close as possible to the attack.

Lt. Charles J. Fox, 1st Pont. Brig. and Trans. Unit., Engrs. (Galt).

During the attack on Bourlon Wood on September 27, 1918, he was in charge of the convoy which was responsible for the delivery of pontoons and bridging material to construct the proposed crossings of the Canal du Nord. It was due to his zeal and devotion to duty under fire that the material and transport were delivered to the various bridge crossings in good time.

Lt. Carl Fredericksen, P.P.C.L.I.

On September 30, 1918, he led his platoon to the attack on the village of Tilloy and the railway embankment in front of the village, and when his platoon had nearly all become casualties, he, with four others, cleared 1,000 yards of the embankment, capturing fifteen machine-guns and a number of prisoners, forcing the balance of the garrison to retire after inflicting severe casualties on them. He personally rushed two of the enemy machine-guns, forcing the gunners to retire.

Lt. Stephen J. Freeman, 1st M.G. Bn.

East of Haynecourt (north of Cambrai) on October 1, 1918, he was sent forward with two reserve machine-guns to come into action to cover an exposed flank. He found four other machine-guns which had strayed from their area, and brought the six into action, personally selecting their positions. By his gallantry and prompt action he was able to successfully ward off an enemy counter-attack and inflict heavy casualties. During the withdrawal he again rendered excellent service.

Lt. Frederick C. S. French, M.M., 15th Bn.

During the operations, September 27, 1918, against the Canal du Nord, he led his platoon with great coolness and determination. On entering Marquion he was met by a heavy machine-gun fire, and captured machine-gun posts with slight casualties. Before the final objective he assumed command of another platoon, leading both platoons to the final objective and consolidating.

Lt. William H. French, 31st Bn.

During operations from October 8 to 11, 1918, he laid lines through heavy shell and machine-gun fire, and repeatedly went out and repaired wire broken by shell fire. During the attack on Iwuy, after two of his section had been wounded, he went forward under heavy fire and succeeded in mending the breaks.

Lt. Norman Fyfe, 1st Bn., and 1st T.M. Bn. (Sarnia, Ont.).

At Haynecourt on October 2, 1918, he was in charge of two Stokes-mortars. The advance of the infantry having been held up, he pushed forward under extremely heavy shell and machine-gun fire and difficult conditions, and got his two guns into action in the new front line, greatly assisting the infantry to consolidate the position gained.

Lt. Percival H. Gayner, 1st C.M.R.

At St. Oile, near Cambrai, on September 29, 1918, he led his platoon in a most able manner, showing great gallantry and initiative. When his platoon encountered heavy machine-gun fire, he led them to a flank, and by his coolness and able leadership, was instrumental in capturing an enemy machine-gun post and killing the crew. His action at this time undoubtedly averted many casualties.

Lt. (act Capt.) Edward Gibbs, 28th Bn.

Near Iwuy, on October 11, 1918, finding his company held up by rifle and machine-gun fire from an enemy strong point, he organised an attack and personally led a platoon against the place, which he captured together with 14 prisoners and two machine-guns, himself killing four of the enemy. He then reorganised his company under intense fire and led it to the final objective.

Lt. Lawrence A. Goodwin, M.M., 2nd C.M.R.

In front of Cambrai, September 29 to October 3, 1918, when a near-by platoon was suffering heavily from a machine-gun post, he promptly led his platoon against the post successfully, killing three enemy personnel and enabling the advance to continue.

Lt. John A. Gordon, 4th Bn. C.F.A. (Montreal).

On September 28, 1918, near Haynecourt, he was in command of his battery, and as soon as the barrage finished he went forward under heavy fire to make a reconnaissance of our front line. The accurate information that he sent back proved of the greatest value and materially assisted in the subsequent artillery disposition.

(Continued on page 141.)

WAR SERVICE GRATUITIES.

Amounts Received by Various Ranks.

In view of the widespread attention being taken in the suggested additional gratuity (or bonus) to Canadian ex-soldiers, particularly those with over three years' service to their credit, the following figures, quoted during a session of the Special Parliamentary Committee on the question of soldiers' civil re-establishment, are of interest:—

For single and married men, respectively, of different ranks, War Service Gratuity was paid at the following rates:—Major-general, \$4,392 and \$4,752; brigadier-general, \$2,379 and \$2,739; colonel, \$1,372 and \$1,732; lieutenant-colonel, \$1,143 and \$1,503; major, \$915 and \$1,215; captain (or matron), \$732 and \$972; lieutenant (or nursing sister), \$549 and \$789; warrant officer, \$420 and \$600; all ranks below W.O.I., \$420 and \$600.

The *Toronto Globe*, which has consistently denounced the suggested additional bonus of \$2,000 to ex-soldiers with service in France, in referring to the evidence given before the Special Parliamentary Committee, says it shows "gross inequality and injustice in the administration of the funds"; that "non-combatants in many cases received higher gratuities than combatants for the same period of service," and that "Y.M.C.A. officers received larger gratuities than the men who did the actual fighting." "There seems," continues the *Globe*, "to be an unwarrantable disparity between the gratuities to senior officers and to the men in the ranks."

Canada has always held that the gratuity system was planned on an entirely erroneous basis, and that the services of the 1914 volunteer should have received greater recognition.

— * * —

FOREIGN DECORATIONS FOR CANADIANS.

Conferred by the King of the Belgians.

MEDAILLE DE LA REINE ELISABETH.—Acting Matron Inga Johnson, Nursing Sisters Elizabeth F. Jones and Mary T. Lynch, C.A.M.C.

Conferred by the French Republic.

LEGION D'HONNEUR.—OFFICIER: Hon. Col. H. W. Blaylock, C.B.E., General List (Canadian Red Cross Society).

CROIX DE GUERRE.—Lt.-Col. J. W. Boyle, Canadian Militia; Lt. (Act. Capt.) W. R. Peacock, C.R.T.

Conferred by the Portuguese Republic.

MILITARY ORDER OF AVIS.—GRAND OFFICER: Brig.-Gen. C. J. Armstrong, C.B., C.M.G., Canadian Engineers; Maj.-Gen. Sir Philip Geoffrey Twining, K.C.M.G., C.B., M.V.O.; Maj.-Gen. Casimir C. Van Straubenzee, C.B., C.M.G. COMMANDER: Col. Murray MacLaren, C.M.G., C.A.M.C.; Temp. Col. C. F. Martin, C.A.M.C.

Conferred by the King of Serbia.

ORDER OF ST. SAVA (5TH CLASS).—Capt. J. K. Mossman, M.C., C.A.M.C.

CORRECTIONS.

CONFERRED BY FRENCH REPUBLIC.—Croix de Guerre avec Palme (previously announced as Croix de Guerre): Lt.-Gen. Sir A. W. Currie, K.C.B., K.O.M.G.; Maj.-Gen. A. C. MacDonell, C.B., C.M.G., D.S.O.

CANADIAN MILITARY MEDALISTS.

2355450 Pte. R. A. Laurie, 1st Bn. (Petrolea); 418072 Sgt. N. McTavish, 42nd Bn. (Lochgilthead); 709835 L. Cpl. T. W. Porter, 78th Bn. (Fredericton); 1506386 Sgt. J. J. Temple, 85th Bn. (Wawanesa).

— * * —

At the annual meeting of the Society for Promoting the Employment of Women, held in London last week, the Hon. Emily Kinnaird stated that it had been the means of helping 50,000 British girls to become Canadian settlers.

A large amount of correspondence for officers who served in the North Russian Force awaits disposal at the War Office, and the officers concerned should send their present addresses to the Secretary (C.A.s.), War Office, London, S.W.1.

Two Eskimos, Ulukuk and Sinnisiak, who were captured by the Canadian Mounted Police after a two years' chase and sentenced two years ago to imprisonment for life for the murder of two Roman Catholic missionaries, have been pardoned by the Dominion Government (says the *Toronto correspondent of the Times*).

Bear Wood, the Berkshire seat of Mr. John Walter, of the *Times*, which was used as a Canadian convalescent hospital during the war, has been sold to Sir Thomas Dovitt, the ship owner. It will, it is understood, be utilised for an orphanage and training college for the children of merchant seamen.

CANADIANS discharged in Great Britain should, in their own interests, join the Great War Veterans' Association (of Canada).—Apply R. W. THORNDALE, Secretary, United Kingdom Branch, G.W.V.A., 113, Kingsway, London, W.C.2.

FARMS

Ready for Immediate Occupation

FOR SALE IN THE HEART OF
CANADA'S MIXED FARMING AND
FRUIT GROWING DISTRICT.

THE Niagara and Erie Land Corporation
own and offer to selected British Colonists
150 of their improved farms of from 50 to
200 acres, each with houses and buildings all
ready for occupation.

Prices from £6 to £12 per acre.

These farms are in Norfolk County, Ontario, about 90 miles from Toronto and Niagara Falls. They are situated on good roads, and are closely adjacent to towns with first-class railway facilities, markets, churches, schools, and facilities for business and recreation.

The farms are now under cultivation. Purchasers, therefore, can become producers directly they enter upon possession.



DWELLING ON FARM DESCRIBED BENEATH.

100 acres; 70 acres under cultivation, 3 acres apple orchard, the balance pasture land and wood, which contains some valuable maple and beech timber; soil sandy loam; living water; good fences. Buildings include frame dwelling-house, 1 and 1½ storeys, main part 33 by 39 and wing 14 by 22, with good cellar; frame barns, 30 ft. by 64 ft. and 12 ft. by 40 ft.; pig styen, 20 ft. by 30 ft.; frame granary; workshop, 14 ft. by 20 ft. This good dairy and mixed farm is 3½ miles from town, on Can. Pac. Rly. On telephone line. Rural mail. ½ mile from school. Price \$4,500 (approximately £1,000).

Capt. C. W. Wilson, representing the Company, is now in England, and will be pleased, on request, to send CATALOGUES CONTAINING DESCRIPTION OF EACH FARM, AND PHOTOGRAPHS OF MANY OF THE FARM-HOUSES, BARNs, AND FARM SCENES.

Enquiries may be forwarded to him c/o CANADA, Craven House, 113, Kingsway, London, W.C.2.

DEEDS THAT WON BATTLE HONOURS.

(Continued from page 139.)

Lt. Ronald F. Hagg, Fort Garry Horse.

On October 9, 1918, near Le Cateau, C Squadron were ordered to outflank Reumont, with the object of cutting off the retreating enemy. With great dash he led his troop and charged a number of the enemy with the sword, killing several and capturing six machine guns and 42 prisoners. Later, when his squadron leader became a casualty, he took command and seized the high ground north of Reumont and held it until relieved.

Capt. Raymond W. Haer, 49th Bn. (Toronto).

For conspicuous gallantry in command of a company from the night of September 27 to October 1, 1918, in the attack on Cambrai. When all his senior officers had become casualties he took command of the front line, held on to every inch gained despite enemy counterattacks, and although slightly wounded in the leg continued to carry on and lead his men. His example and leadership were of the utmost value to his battalion at a critical juncture.

Lt. Arthur B. Harris, 4th Bn. (Attila, N.S.).

During the assault of the Canal du Nord on September 27, 1918, he rushed a machine-gun post single-handed, killing four of the enemy and knocking out a fifth with his stick. Throughout the remainder of the attack he showed the same splendid dash and initiative. On October 1, during the attack on the Abancourt Ridge, he again distinguished himself.

Lt. Samuel Harrison, 1st M.C. Bn.

During Bourloup Wood operations near Cambrai, on September 27 and October 1, 1918, when his battery commander became a casualty, he took command of the battery, and by his leadership and gallantry got his battery forward and employed it with great skill. At a critical point in the attack he carried out a dangerous reconnaissance and brought his guns into action, rendering valuable assistance to the infantry in overcoming strong machine gun posts.



"BILLY," SGT. MAJOR GRIFFIN'S WONDERFUL HORSE, DOING "STUNTS" FOR THE PRINCE AT REGINA.

Photograph: Canadian Pacific Railway.

Lt. Lionel W. Harron, 116th Bn., sec'd. 9th T.M. Bn. (Toronto).

During the operations near the village of Tilloy on October 1, 1918, he was acting as battalion signalling officer, and owing to casualties he also took over the duties of adjutant. He did splendid work keeping up telephone communication when it was most needed. Under heavy machine-gun and artillery fire, he made repeated trips over the line, mending it where it had been broken.

Lt. Claude L. Hart, 2nd C.M.R.

Before Cambrai from September 29 to October 3, 1918, he on one occasion made a daylight forward reconnaissance, personally accounting for three of the enemy, and subsequently, when the final objective had been reached, he took out patrols with marked success, gaining information of the utmost value.

Lt. William L. Hayes, 28th Bn.

At Iwuy, on October 11, 1918, during an attack his company came under particularly severe fire, and all the officers were killed or wounded. Although himself wounded he took command, and when the advance was held up by an enemy machine-gun post in a house, he crept forward alone and bombed the house, rushing the post, and himself killing the entire garrison.

Lt. Robert M. Hebdon, 13th Bn. (Montreal).

In the attack at Marquion on September 27, 1918, he showed remarkable skill and judgment in leading his company forward to the final objective. He personally led an attack on a battery of three field guns, which were covered by an enemy strong point of machine guns, capturing the same and killing many of the crews. Throughout the operations, in which his company suffered heavy losses, he showed fine courage and determination.

Lt. Gordon B. Herdree, 1st M.C. Bn. (Ottawa).

During operations near Haynecourt, from September 28 to 30, 1918, he commanded a battery of eight guns, ably supporting an infantry battalion. He reconnoitred the area, led his guns into action, and selected their positions on an exposed flank, under very heavy fire, repelling a severe hostile counter-attack without infantry assistance. In the attack on the 29th he greatly assisted the advance by his bold and skilful dispositions.

Capt. John S. Hewitson, D.C.M., 1st C.M.R. (Pincher Creek, Alta.).

At St. Olie, during operations on September 29, 1918, in the

infantry attack, his company reconnoitred enemy positions, heavy machine-gun fire. He was severely wounded, but he kept on fighting, and his men were successful in capturing the position.

Lt. Simpson M. Huth, 2nd Bn.

During the attack on the Canal du Nord, at Le Cateau, on the morning of October 10, 1918, he commanded an enemy machine-gun post in the face of intense machine-gun fire, holding back out of action. On arriving at the objective, he took charge of a reconnaissance of the position, and obtained information of great value.

Lt. James C. Hogg, 2nd C.M.B.

During the operations before Cambrai, from September 29 to October 3, 1918, he was in charge of the 1st M.C. Bn. attached to this battalion. Throughout he displayed marked energy and courage under heavy fire in setting up ammunition for his guns and reconnoitring forward positions. As soon as the objective was reached he brought his guns into action at an advanced position and engaged enemy machine-gun posts and a T.F. post with complete success.

Lt. Henry L. Holloway, M.M., 49th Bn.

On the morning of September 29 he made several reconnaissance under very heavy machine-gun fire to ascertain the situation in the attack on Cambrai, and the information he gained largely contributed to the advance being continued.

Lt. (act Capt.) Alfred I. Howen, 14th Bn. (Montreal).

During an attack near Bantigny on October 1, 1918, when his company commander became a casualty, he raised the company under intense fire and led it forward to the final objective. When the enemy counter-attacked he rushed his Lewis-gun section to a flank, from which point they broke up three successive attacks and inflicted large casualties on the enemy. He bravely commanded two companies most ably.

Lt. Patrick Hunter, 31st Bn.

During operations from October 8 to 11, 1918, during the attack on Thun Leveque, when his left flank was held up by an enemy machine-gun post, he personally rushed the post and disposed of the crew, thus allowing the advance to continue. Again, during the attack on Iwuy, his fearless leadership enabled his company to clear the enemy out of the village and advance well forward, capturing many prisoners.

Lt. William Inch, 43rd Bn.

At Fontaine on September 28, 1918, and at Tilloy in October 1, by his courage and dash he led his platoon, chiefly composed of new men, successfully to their objective, and, by his determination, maintained his position under heavy machine-gun fire and shelling. He was continually up and down his line in the open encouraging his men.

Temp. Lt. Thomas A. Irwin, 116th Bn., and 9th Inf. Bde. H.Q. (Hamilton).

During the Cambrai operations from September 27th to October 1, 1918, he maintained communications under the most difficult circumstances. Throughout the operations of October 1 he specially distinguished himself by keeping up communication during very heavy enemy shelling, and supervised the mending of lines that were repeatedly cut in the enemy's barrage.

Lt. Malcolm Isbester, R.C.R. (Perth, Ont.).

During the operation near Cambrai, when the enemy delivered a heavy counter-attack and almost surrounded his company, he dashed forward with a party of men at them, shooting five himself, while his party inflicted heavy casualties. Later, when the commanding officer and adjutant had become casualties, he took command of the battalion and showed great ability to command.

Lt. Clarence W. Jackson, 43rd Bn. (Winnipeg).

For his gallant conduct and fearless leadership of his men at Tilloy on October 1, 1918. Though wounded in the attack, he led his company to their objective in spite of stiff resistance, gained the high ground above Ramillies, and refused to return to have his wound dressed until satisfied that the ground was won and that the following battalion had advanced through his company.

Capt. Frederick McN. Johnson, C.A.M.C., and. No. 2 Fld. Amb. (St. Thomas).

During the attack by the division on September 27, 28, and 29, 1918, in front of the Canal du Nord, he was unremitting in his attention to wounded. Especially on September 29 he worked continuously under fire, locating and dressing wounded who were lying out, and superintending carrying parties.

Lt. Walter K. Jull, 31st Bn.

At Iwuy on October 11, 1918, he went forward under heavy fire to reconnoitre the enemy's dispositions. He succeeded in reaching his objective, and brought back valuable information. Later, when the company on the left flank was held up by an enemy machine-gun nest, he rushed forward and succeeded in killing three of the crew and capturing the remainder, thus allowing the company to continue its advance.

Lt. David Justice, 3rd Bn. Enfers. (Winnipeg).

For gallantry and devotion to duty in the construction of a crossing over the Canal du Nord, east of Inchy, on September 27, 1918. He kept his party on the work throughout the whole day, filling in a large crater which blocked the road, in spite of heavy shelling directed at different times during the day on the crossing, and finally completed the crossing in good time.

Lt. Frank A. Keall, 52nd Bn. (Winnipeg).

For most conspicuous gallantry and determined leadership of his company on October 1, 1918, on the enemy positions north of Tilloy. At one point he was held up by a large number of enemy machine guns. These he attacked successfully, capturing about 150 prisoners and 20 machine guns. Later, an enemy field gun firing over open sights was captured, and the hilltop cleared of the enemy. He was shortly afterwards wounded, but continued to lead his men.

(To be continued.)

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Separate Foreign Exchange Departments, under specialists, are maintained at our London, New York, Montreal, Vancouver and Toronto Branches, as well as at the Head Office in Winnipeg. It has often been remarked that no more complete Foreign Exchange organization exists in Canadian banking. Our Statistical Service offers vital assistance to business men in their import and export trade relations.

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The Agency of Colonial and Foreign Banks is undertaken, and the Acceptances of Customers residing in the Colonies domiciled in London retired on terms which will be furnished on application.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta—4½ p.c. Reg., 1943, 82½; 4 p.c., 1938, 82; p.c. 1922, 104½; 4½ p.c., 1924, 106½.
British Columbia—3 p.c. Reg., 1941, 68½; 4½ p.c. Reg., 1941, 84½.
Canada—3½ p.c. Reg., 1909-34, 79; 3 p.c. Reg., 1938, 70½; C.F.R. 3½ p.c. Reg., 1938, 75; 3½ p.c. Reg., 1930-50, 70½; 4 p.c. Stk., 1940-60, 79½; C.P. Ely 3½ p.c., 1933, 76; 4½ p.c., 1920-25, 96½.
Manitoba—4 p.c., 1949, 75½.
Newfoundland—4 p.c. Reg., 1913-38, 81; 4 p.c. Reg., 1936, 80; 3½ p.c. Reg., 1905, 71½; 3½ p.c. Reg., 1910, 69½; 3½ p.c. Reg., 1912, 70½; 3½ p.c., 1941-7-8, 69½; 3 p.c., 1947, 62½.
Nova Scotia—3½ p.c. Stk., 1954, 65½; 4½ p.c. Stk., 1954-64, 70½; 3½ p.c. Debs., 69.
Ontario—4 p.c. Reg., 1947, 78½; 4½ p.c. Reg., 1946-66, 83.
Quebec—3 p.c., 1937, 70½; 4½ p.c. Reg., 1964, 84½; 4 p.c., 1938, 80; 4½ p.c., 1934, 84½.
Saskatchewan—4½ p.c. Reg., 1964, 85; 6½ p.c. Reg., 1924-34, 101½; 4 p.c. 10-yr. Debs., 1923, 105; 5½ p.c. Debs., 1924-34, 107.

Municipal.

Calgary—4½ p.c., 1930-42, 74½; 5 p.c., 1934-44, 88½.
Edmonton—4½ p.c., 1929-49, 89; 4½ p.c., 1932-82, 73½; 5 p.c., 1963, 81½.
Montreal—4 p.c., 1932, 85½; 3½ p.c., 1942, 68; 4½ p.c. Reg., 1923-3, 85.
Moose Jaw—4½ p.c., 1950-1, 81.
New Westminster—4½ p.c., 1931-62, 72.
Nth. Battleford—4½ p.c., 1945-53, 73.
Nth. Vancouver—4½ p.c., 1932-61, 67½.
Point Grey—6 p.c., 1922-62, 82½.
Quebec—4 p.c., 1923, 95; 4½ p.c., 1963, 82.
Regina—4½ p.c., 1925-82, 80; 5 p.c., 1943-63, 84½.
Saskatoon—4½ p.c., 1941, 67½.
N. Vancouver—6 p.c., 1962, 74½.
Toronto—4 p.c., 1922-8, 90½; 3½ p.c., 1929, 82; 4½ p.c., 1948, 83½.
Vancouver—4½ p.c. Jt. Sewer, 1954, 80; 4 p.c., 1932, 77; 4 p.c., 1947-9, 68½; 4 p.c., 1950-1-2, 67½; 4 p.c., 1953, 74½.
Victoria—4 p.c., 1920-60, 72½; 4 p.c., 1962, 65½; 4½ p.c., 1922, 75½.
Winnipeg—4 p.c., 1940-60, 76½; 4½ p.c., 1947-63, 85½.

Railways.

Alberta & Gt. Waterway—5 p.c., 85.
Algonia Cent. Terminals—6 p.c. Stamped, 45.
Atlantic & N. West—6 p.c., 187½.
Atlantic & St. Lawrence—6 p.c., 98½.
Buffalo & Lake Huron—7½/16.
Calgary & Edmonton—4 p.c., 70½.
Can. Atlantic—4 p.c., 1965, 67½.
Can. Northern—Ord. 3½ p.c., 1936, 69; 4 p.c. Reg., 69; 3½ p.c., 1961, 67½; Pac. 4 p.c., 1950, 76½; 4 p.c., 1960, 81½; Que. 4 p.c. Reg., 84; 4 p.c., 1930, 74; 5 p.c. Perp., 60½; 4 p.c., 1930, 57; 4 p.c. Alta., 53½; 7½; 4 p.c. Sask., 1939, 78; 3½ p.c. Dom., 1958, 68½; 4 p.c. Gt. Deb., 1934, 85; 5 p.c. Inc. Chrg., 1928-30, 82½; 5 p.c. Land, 1923, 81; 5 p.c. Rec. Notes, Aug., 78½; Western 4½ p.c., 1942, 86½.
Can. Pacific, 197½; London Register, 177½; 4 p.c. Non-Cum. Pref., 68½; 4 p.c. Perp., 76; Special Invest. 6 p.c. 10-yr. Notes, 118½.
Central Ontario, 5 p.c., 1934, 87½.
Dom. Atlantic, 4 p.c. 2nd Deb., 70.
Hunth. Winnipeg, 1923, 81; 5 p.c. Reg., 1923, 81.
Grand Trunk Jct., 5 p.c., 1934, 81.
Grand Trunk Pac. 4 p.c., 1939, 87½; Alta., 1939-42

88; 3 p.c., 1962, 65½; 4 p.c., 1955 A, 63; 4 p.c., 1955 B, 62½; Lake Superior 4 p.c., 1955, 66½; 4 p.c. Debs., 60½; 7-yr. 5 p.c. Notes, 1924, 95½.
Grand Trunk—10 11/16; 4 p.c. Guar. Stk., 59½; 5 p.c. 1st Pref. (Non-Cum.), 54½; 5 p.c. 2nd Pref. (Non-Cum.), 43½; 4 p.c. 3rd Pref. (Non-Cum.), 22½; 2nd Equipment, 1924, 98; Bond, 5 p.c., 39½; Perp. 4 p.c., 65½; 5½ p.c. 5-yr. Notes, 1920, 58; 6 p.c. 3-yr. Notes, Jan., 1921, 99; 6 p.c. 3-yr. Notes, Oct., 1921, 97; Western 4 p.c. Gld. Bds., 61½; Dollar Bds., 71.
Man. R. West—5 p.c., 1934, 100.
New Brunswick—5 p.c., 1934, 90; 4 p.c. Perp., 69.
Ont. & Que.—6 p.c., 109; 5 p.c., 89.
Pac. Gt. Eastern—4½ p.c., 1942, 83.
Que. Appelle 4 p.c., 1936, 66½.
Quebec & Lake St. John—4 p.c., 59.
Quebec Cent.—1st Mort., 4 p.c., 70; 2nd Mort., 3½ p.c., 1963, 61½; 3rd Mort., 5 p.c., 1963, 83½.
St. Lawrence & Ottawa—4 p.c., 67½.
Toronto, Grey & Bruce—4 p.c., 67½.

Financial, Land and Investment.

Anglo-Can. Finance—7/3.
Bk. of Montreal—47 7/16.
B.C. Fruit Lands—6 p.c. Debs., 25.
Can. Agr. Prairie—30-9.
Can. Bk. of Commerce—44½.
Can. Land & Irrigation—7½; 19½ pd., 6/3.
Hudson's Bay—8 9/16; Pref., 91½.
Man. N.W. Land—15½.
San Antonio Land—Bds., 22½; Deposit Receipts, 23½.

Trust & Loan of Can.—Debs., 72½; 25 pd., 9.
Western Can. Land—Com., 1/6.

Iron, Coal and Steel.

Algoma Steel—Bds., 60½.
Can. Steel—Bds., 103.
Can. Collieries—Bds., 20.
Can. Vickers—6 p.c. Debs., 100.
Dom. Iron & Steel—Bds., 57½.
Dom. Steel—79½; Pref., 93.
Lake Superior—28½; Inc. Bds., 77.
N.S. Steel—Bds., 93.

Electric Power, Traction, Etc.

B.C. Tel. & Pwr.—6 p.c. Reg., 92½; 4 p.c. Debs., 77½.
Brazil Traction—Com., 58½; Pref., 90½.
B.C. Elect.—Def., 402; Pref. Ord., 46.
Can. Gen. Elec.—127½; Pref., 109½.
Cedar Rapids—Bds., 109½.
Cities Service—Com., 55½.
Elec. Dev. Ontario—Bds., 104½.
Kamistiquia—36½; Bds., 53½.
Montr. L. H. & Power—Cap. Stk., 102½.
Montr. Water & Power—Bds., 78½.
Shawinigan—4½ p.c. Reg., 99½; Cap. 139; Bds., 119½.

Toronto Power—4 p.c. Debs., 80½.
Vancouver Power—4½ Debs., 61½.
West Kootenay—Bds., 107½.

Mining.

Kirkland Lake—60½.
Le. Rol. No. 2—7/8.
Mining Corp. of Canada, 10/11.
Mond Nickel, Ord., 60½; 7 p.c. Cum. Pref., 23/3;
7 p.c. Non-Cum. Pref., 29 1/16; 6 p.c. Red Debs., 101.

Miscellaneous.

Ames-Holden—Pref., 128½.
Asbestos Corp. of Can. Bds., 88½; Pref., 105½; Com., 96½.
Hella United Asbestos—60½.

Can. Cement—Bds., 112; Pref., 114½.
Can. Steamship—Debs., 86½.
Can. Cotton—Bds., 94.
Can. Fairbanks—4 p.c. Pref., 99½.
Can. Western Lumber—Debs., 38; Com., 1/3;
Def. Int., 104½; 5 p.c. Inc. Debs., 114½.
Can. Western Natural Gas—Deb., 80.
Cockshutt Flow—Pref., 88½.
Colu. West. Lumber Yds.—6½ p.c. Part Pref., 11½.
Dom. Cannery—4 p.c. 1st Bus., 104½.
Dom. Glass—Ord., 81.
Forest Mills of B.C.—Debs., 22; Ord., 9.
Furness-Withly—57½ xd & b.; Pref., 81.
Imp. Tob. of Can.—Pref., 19½; Ord., 29/15.
Lake Western Paper—Bds., 102½.
Marconi of Canada—17½.
Montr. Cotton—Debs., 102½.
Ogilvie Flour—Com., 275.
Pennane—Bds., 104½.
Spanish River Pulp—6 p.c. Bds., 104; Pref., 132.
Standard Chem.—Pref., 38.
Riordon Pulp—Debs., 111.
West. Canada Flour—Bds., 108½.

* * *

TRADE ENQUIRIES.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2., are the following:—

A correspondent in Brussels seeks the agency of Canadian manufacturers of pharmaceutical preparations, chemicals, and surgical instruments.

A London manufacturer's agent wishes to represent Canadian manufacturers of canned goods, dried fruits, chocolates and confectionery, or any article saleable to the grocery and confectionery trades.

A London provision agent wishes to get into touch with Canadian manufacturers of egg boxes, and also of egg case fillers.

A leather merchant in Belfast is desirous of settling into communication with Canadian tanners, curriers, and manufacturers of shoe grindery, such as rivets, wood pegs, etc.

Manufacturers' Directory and Buyers' Guide.

Files and Tool Steel—
THOMAS JOWITT & SONS, Scotia Works, Sheffield.

Nickel Silver and Brass Mills—
BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allensal," Birmingham, England.

Weldless Steel Tubes—
TUBRUL, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes of all sizes. Engineering Purposes. Motor Cars and Cycles.

Zinc White Manufacturers—
ORRIS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr. Widnes."

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:—

Consols Pay Day, Monday, November 3.

Pocket Day, Thursday, Nov. 13.
 Thurs. Nov. 12

London, Tuesday.

The general appearance of the Stock Exchange during the past week has been a factor, with another strong speculative revival in oil shares the chief feature. Diamond shares have also continued to display outstanding buoyancy. Gifted and other domestic securities were unsteady at first, but the Chancellor of the Exchequer's statement caused some consternation owing to the gravity of the position it revealed; his intimation that he had no intention of introducing a supplementary Budget put an end to the feeling of uneasiness caused by the reopening of Parliament. Home rails lack stability, but there has been continued strong support for Argentine rails, which stand at the best of the present forward movement. Foreign Government securities have been chequered. The news of the sale of the American Company to United States financial interests stimulated the Marconi group, and many industrial specialities have been good.

Among Canadian securities, business has been on a moderate scale. The gifted issues of the Dominion have not varied. The 4½ per cents. are steady at 95, while the Fours at 79 and the 3½ per cents. at 70 have met quiet support. We refer to the current high quotations for several Provincial Government issues on our Banking and Finance page. In the municipal group the feature has been a jump to 81½ in Saskatoon Consols. Fives, Edmonton Fives at 81½ are a point down. The best of the list has been steady.

In the railroad section, Canadian Pacific have relapsed to 177, reflecting the slump at Wall Street on the labour upheaval in the States. Among Grand Trunk issues there have been one or two falls of ½ to 1, despite the passing of the second reading of the Acquisition Bill at Ottawa, and the publication of a traffic gain of £59,182. Canadian Northern Income Debs. at 4½ are a point up. Hudson's Bays, in the land group, have flattened to 82.

Industrials have been affected by the improvement in the dollar value of sterling, and are often rather lower. Canada Cements, however, have risen 2 to 82½, and the Pref. ½ to 115. Dominion Steels at 78½ have declined ½. Lake Superiors at 27 are a point weaker, while Canadian Cars have receded 1 to 56, and the Pref. ½ to 113. Canadian General Electrics mark a fall of 1½ to 127½. Shawinigan Water at 139½, and Spanish River Pulp Pref. at 132, are both about a dollar down. Cities Services have been marked back 7 to 55.

Canadian silver mining shares have been slow.

OUR TORONTO LETTER.

Toronto, October 31

Prominent financial critics in Eastern Canada are commenting upon the speculative movement which seems to have taken hold of stock market affairs during the last two or three weeks. Despite the fact that the Victory Loan campaign commences within a couple of weeks, there seems to be an ever-insistent demand for stock which is causing some anxiety, inasmuch as it is felt that the entire attention of investing Canada should now be focussed upon the forthcoming loan.

5 PER CENT. DEBENTURES.
TORONTO SAVINGS AND LOAN
 COMPANY. (Incorporated 1885).
 PAID-UP CAPITAL 236,027
 RESERVE FUND 837,162
 TOTAL ASSETS
 This Company is at present receiving LOANS on
 Debenture at 5 per Cent. for one to Five Years.
 PINLAYSON, AULD & MACKEITHIE, Writers,
 Agents in Great Britain,
 144, St. Vincent Street, Glasgow.

Certainly a comparison of present 1½ per cent. with the three per cent. rate and a general upward tendency. During the last week particularly, among the listed securities in the Toronto Exchange, declines are less and only a fractional number, whereas, on the other hand, advances are many and of a pronounced nature. If this state of affairs continues, the brokerage element, whose energies will be urgently required for loan purposes, will be taxed to the utmost. Advances are as follows:—

Ames Holden 8 to 97, and the Pref. up 2 to 110. There is nothing further concerning this stock to add to our remarks of last week. Brazilian 24 to 53. During the week this stock sold at 54½ here, and in London at 51, at which latter price it would be laid down in Toronto at 48, under exchange conditions. B.C. Fish up 1½ to 62½; Bell Telephone up 1 to 117½; F.N. Burt ½ to 110. There is talk of an increase in dividend on the Common, which now pays 6 per cent., but there is no official confirmation of this rumour. The Pref. is also up ½ at 110. Canada Bread rose 1½ to 25½, Canadian Car and Foundry 1½ to 49½, Canada Steamships 6½ to 68½, which is within a quarter point of the recent new high level for this stock. The Pref. rose 1 to 84½. C.G.E. is now 108, as compared with 112½ a few days ago. Locomotive Common is up 7½ to par. There is talk of an increased dividend over the present 5 per cent. The company's prospects are regarded as bright, inasmuch as some of the Canadian railroads have been deferring the purchase of locomotives. C.P.R. shows an advance of 3 to 156.

Dome Mines is up .50 to 14.75; Pac. Burt up 2 to 35, and the Pref. 2½ to 81; Rogers advanced 3 to 64, and the Pref. 8 to 93. The company during the war suffered some bad business reverses, but New York advices are now to the effect that the company is at present doing the biggest business in its history. Russell upheld our comment of last week by an advance of 4 to 90. Spanish River is up 4½ to 59. This company is located too far from the seaboard to do export business with Europe, but it is finding an exceptionally good market in the United States. Steel of Canada advanced 1½ to 73½. Tooke Bros. ½ to 69, Toronto Paper 7 to 95, Twin City 1 to 45, and Winnipeg Railway 1 to 36.

Declines:—Consumers' Gas 1 to 140. Dominion Canners Pref. ½ to 88½. Maple Leaf 1 to 195. National Steel Car ½ to 9, and Nipissing .35 to 11.65.

Bank stocks show some advances. Dominion rose 1½ to 204. Hamilton 4 to 192. Toronto ½ to 196½. In the Loan and Trust issues Huron & Erie 20 per cent. rose 5 to 105. Toronto General Trust dropped 2 to 215. In the bond list Locomotive, oddly enough, considering the rise in the Common and Pref. stocks, dropped 1 to 94. Electric Development is up 1 to 91, and Pennams ½ to 89. Province of Ontario showed a decline of 1½ to 83½, and Sao Paulo rose 2 to 80.

The War Loans remained steady. In the Victory's, the 1923 5½'s dropped ¼ to 100½ while the 1933 5½'s rose ½ to 103½.

Brompton Paper, in the unlisted depart-

ment, attracted the notice of the company. The price of the paper, which is now being made by the company, is now being made by the company. The price of the paper, which is now being made by the company, is now being made by the company.

The Marine Insurance Co., Ltd., has been quiet and steady. The outstanding feature of the week's trading was an advance of ½ in Gas and Gold to 7½, and a rise of ½ in Boston Gold to 2½.

Toronto financial interest, particularly in some extent in local stocks, which are sold in Montreal, but not here. The stock has practically doubled in value on the Eastern Exchange, and reached 161 at the peak. It is now selling at 129½. The company is said to be contemplating the manufacture of a new motor car, which will sell in the neighborhood of £150 and which will run 60 miles on a gallon of gasoline.

FINANCIAL ITEMS.

Bank of Montreal. The directors have declared a dividend of 3 per cent. for the quarter ended October 31, 1919, payable December 1, 1919.

Union Bank of Canada. The London office announces that branches of the Bank have been opened at Alameda, Alta.; Windsor, Ont.; and Despeade, Margaret, and Sols-girth, Man.

Marconi Wireless Telegraph of Canada. The accounts for 1918 show a profit of \$158,648, and after meeting interest on advances and amortizing \$112,216 for depreciation, etc., the credit balance of \$195,414 brought down was increased to \$265,777.

Montreal Light, Heat and Power.—A dividend has been declared of 2 per cent. on the paid up capital stock (being at the rate of 8 per cent. per annum) for the quarter ending October 31 to shareholders of record on October 31 on the Montreal and London registers, and to holders of share warrants in redemption of coupon serial No. 74.

Montreal Light, Heat and Power Consolidated.—A dividend has been declared of 1½ per cent. on the paid-up capital stock (being at the rate of 5 per cent. per annum) for the quarter ending October 31 to shareholders of record on October 31 on the Montreal and London registers, and to holders of share warrants in redemption of coupon serial No. 13.

Kirkland Lake Proprietary.—Kirkland Lake Proprietary (1919), Ltd., was registered in London on October 21 with a capital of £1,000,000 in £1 shares. The objects are to enter into agreements with (1) the Kirkland Lake Proprietary, Ltd., and its liquidator, (2) the Tough Oakes Gold Mines and its liquidator, (3) the Sudbury Syndicate, Ltd., and its liquidator, and (4) the Aladdin Cobalt, Ltd., and its liquidator, and to carry on the business of miners, explorers, etc., in Canada or elsewhere. No directors had been appointed to October 20. The registered office is Finchbury Pavement House, London, E.C.

It is hoped to complete a fine hotel for Jasper Park in time for next year's tourist business.

NATIONAL TRUST COMPANY.
 LTD.
 HEAD OFFICE: TORONTO, CANADA.
 Montreal, Winnipeg, Regina, Saskatoon, Edmonton.
 Executor and Trustee.
 Paid-up Capital - \$308,219 3 7
 Reserve Fund - \$328,787 2 7
 Assets under Administration \$10,457,192.
 Acts as Agent for clients and corporations and has exceptional facilities for investing British and Foreign Funds in carefully selected First Mortgages on Farms and improved City properties in Canada.
 Guaranteed Trust Investments.
 Correspondence Invited
 28, Bishop's Gate, London, E.C. 2. A. L. MUNN, London Representative.
 Bank of Scotland, Glasgow Bank of Commerce.

CANADIAN GOVERNMENT and MUNICIPAL BONDS.
 Bought — Sold — Quoted
 Correspondence Invited
HOUSSER, WOOD & CO.
 10 12, King St. E., Toronto, Canada
 References, Union Bank of Canada.
 Cable Address: "Houserwood."

EXPORT BUSINESS AND FOREIGN EXCHANGE.

(By F. L. Appleby, Agent, Union Bank of Canada, New York City.)

Fundamentally the fluctuations in the market rate for Canadian exchange, like all other foreign exchanges, are affected to the greatest extent by the import and export of merchandise, exaggerated or modified by the flotation of loans. If both importers and exporters of merchandise could offset coincidentally their payments, fluctuations would be reduced to a minimum, and according to whether on balance, total imports (including capital) from all foreign countries were greater or less than total exports, so would the exchange value of the currency (rate of exchange) of any country depreciate or appreciate in the money markets of foreign countries.

Speaking specifically of Canadian exchange, for generations past it has been, and still is, a well-known condition that the value of the Canadian dollar in foreign countries is highest during the fall of each year and lowest during the spring or summer. The reason for this is that Canada is what is known as a seasonal country—that is to say, the bulk of its exports are effected during a well-defined season. As the main export commodity is grain, which is harvested and transported through the Great Lakes during the fall (lake navigation usually ceases not later than December 10, and does not re-open until April or May), the rush of exports during a short season accounts for the Canadian dollar being quoted at its highest price during this period of the year.

Now if only Canadian importers could arrange to pay for their goods at the time when the exporters were receiving payment for theirs, and if all Government and other borrowings abroad could be so arranged as to bridge over the interval, there would be no fluctuations whatever. Unfortunately, however, each trade has its own fixed customs concerning date of payment for goods sold, and, worse still, does not concern itself in any way with the different dates of payment existing in other trades; consequently, instead of pooling their interests in an effort to effect a more or less steady rate of exchange, the Canadian exporting interests are pulling for a greater discount on the Canadian dollar, while the importing interests are pulling for a smaller one. In other words, it is each for himself, and the devil take the hindmost. (This, of course, does not apply to Canada alone.)

seeking a Remedy.

It is obvious that a remedy proposed for the benefit of the exporter might not be well received by the importer, and *vice-versa*, also that to those American business concerns who are so well organised as to be able to take advantage of these conditions, no remedy is required. In consequence this article is meant, firstly, to appeal to those business interests who have suffered loss through the fluctuations in Canadian exchange, together with those far-sighted enough to realise that even if they gain at the moment, it is at the expense of their Canadian customer, and that some time in the future it will be their turn. Therefore, in proposing a remedy, I start from the admitted basis that all uncertainty is a handicap to trade, and just as the merchant insures his goods against loss, so should he, and can he, ensure for himself the receipt of the full amount of his invoice, while the buyer can, and should, insure himself against the risk of having to pay an amount greater than he anticipated at the time he purchased his goods.

To the American exporter who sells for cash to be paid in New York or Chicago, or any other American city, there is no risk of loss in exchange, which is shouldered by his Canadian customer. Their great risk is that of fewer renewal orders.

As an illustration, assuming (as was the case and will be again) that goods can be manufactured equally well in England, France and the United States and laid down in Canada for \$100 U.S. or its equivalent on a given date, and that the price of \$100 U.S. in Canada is \$103 Canadian, with the chance of its being \$105 or \$106 before the goods have been resold and the account fell due, while the chance is that £ sterling or francs may only cost \$100

to \$97 Canadian, the Canadian buyer would actually prefer to buy from England or France.

Identical Problems.

The American exporter must be prepared to meet this condition by guaranteeing to his Canadian buyer that his U.S. dollars shall not cost him more than a certain number of Canadian dollars. To all intents and purposes this is the same as if he sold for payment in Canadian dollars, so that now the two problems become identical. The American exporter cannot guarantee his customer any rate of exchange unless he himself is guaranteed, nor can he be certain how many dollars U.S. he will receive per \$100 Canadian unless by some method or other he has contracted with a bank to buy his Canadian dollars at a certain price, delivery to be made at his option over a certain period. This period should be made broad enough to cover the times when the accounts fall due and funds in settlement should have been received. If the unforeseen should happen and the accounts still be unpaid, an extension of time of delivery could be made for a very nominal charge or even none at all. A well-equipped bank, such as the Union Bank of Canada, can accomplish the desired result by many different methods of finance, suitable to the various trade customs and also to the needs of the individual firms, but these methods are too numerous and technical to be detailed here.

With the American importer of Canadian goods the reverse condition exists, with an equally varied assortment of remedies. It is beyond the power of any institution to finance all the export and import trade between the United States and Canada, neither as regards rates of exchange is it possible for any bank to satisfy completely both its export and import customers if they match the orders of one against those of the other, but it is possible for a bank in actual contact with the foreign exchange market of the world to provide all its customers with absolute protection against unforeseen loss in exchange by "bridging over" the period between the date of acceptance of the order and that of payment for the goods.

— * —

INVESTMENT NOTES.

The terms of the new Canadian Victory Loan have just been announced. The loan will be for a minimum amount of \$300,000,000 of bonds bearing 5½ per cent. interest, subject to taxation. The bonds are in two series, maturing respectively in five and fifteen years. With the bonds of the other 5½ per Cent. Victory Loans standing well above par, there is little doubt that the subscriptions to this new loan will be thoroughly satisfactory, despite the liability of the interest to taxation. It is interesting to note, however, that reports from Montreal indicate a disposition to discourage subscriptions to the loan on the part of political opponents of the Government's railway policy, in particular the legislation in connection with the proposed acquisition of the Grand Trunk Railway system.

— * —

Like the Lake of the Woods Milling Co., whose reports we noticed in this column last week, the Ogilvie Flour Mills Co.'s profits for the year, which ended August 31 last, were somewhat less than those for the record year 1917-18, though greater than for any previous year. Total net profits for the year amounted to \$1,632,516, of which \$649,777 were from milling and \$982,738 from other sources. The total compares with \$1,955,414 for 1917-18 and with \$1,354,847 for 1916-17. Dividends on the Preferred and Ordinary stocks absorbed \$815,000, leaving a balance of \$817,516, which, added to the surplus from the previous year, \$1,330,592, made a total surplus of \$2,148,108. From this \$903,592 was allocated to the special contingent account which is thus increased to \$2,500,000, so that with the reserve account of similar amount, the balance-sheet exhibits total reserves of \$5,000,000. Turning to the balance-sheet, the principal features are a reduction of nearly \$1,000,000 in accounts payable, increases of \$1,147,651 in cash, and of nearly \$200,000 in accounts receivable; a decrease of \$824,000 in inventories and of nearly \$800,000 in investments. Valuation of plant has increased by about \$120,000, and goodwill is still represented in the balance-sheet by the modest token of \$1. Taking the surplus of current assets over current liabilities, the company possesses the fine working capital of \$7,379,000, which is just about twice the working capital shown by the balance-sheet for 1916-17. Speaking at the general meeting of the company on October 9, the managing director, Mr. W. A. Black, pointed out that the profits for the year represented 16.4 per cent. on the capital, not including the bonds. He reported a reduction of business in all de-

(Continued on page 147)

THE CANADIAN BANK OF COMMERCE

Paid-up Capital, \$15,000,000 (£3,082,192). Reserve Fund, \$15,000,000 (£3,082,192).

Head Office

TORONTO.

Sir EDMUND WALKER, A.O., LL.D., D.C.L. President.

Sir JOHN AIRD, General Manager.

H. V. F. JONES, Assistant General Manager

THE BANK HAS 485 BRANCHES IN CANADA, COVERING EVERY PART OF THE DOMINION.

It has Branches also in

Newfoundland, New York, Seattle, San Francisco, Portland (Oregon), Mexico City, and London, England.

Agents in all the principal cities of the United States.

SAVINGS BANK DEPARTMENT at all Canadian Branches (except Yukon Territory)

TRANSFERS OF MONEY MADE TO ALL POINTS IN NORTH AMERICA.

The Canadian Bank of Commerce offers unexcelled facilities for the transaction of every kind of Banking Business, and places at the disposal of customers the experience of half a century of Banking and the advantages afforded by a well-organised system of branches in every part of Canada.

LONDON OFFICE - - - 2, LOMBARD STREET, E.C.3.

CHARLES CAMBIE, Manager.

A. R. PHIPPS, Assistant Manager.

CANADA.

THE DOMINION BANK. Head Office TORONTO.

Capital Authorised, \$10,000,000. Capital Paid-Up, \$8,000,000. Reserve Fund and Undivided Profits, \$7,630,000.

SIR EDMUND B. OSLER, President. SIR AUGUSTUS M. NANTON and A. W. AUSTIN, Vice-Presidents.

C. A. BOGERT, General Manager.

LONDON BRANCH: 73, CORNHILL, E.C.3 S. L. JONES, Manager.

THIS BANK possesses exceptional facilities for the transfer of funds by mail or cable to and from all points in Canada and the United States, including payments against documents. CURRENT ACCOUNTS opened, and interest allowed on Special Deposits. Terms ascertainable on application. PURCHASE AND SALE of Stocks and Shares, including War Loan Securities, effected. Exchange transactions negotiated with all Allied and Neutral Countries. EVERY DESCRIPTION of Banking business transacted.

LONDON BANKERS: Bank of England. National Bank of Scotland, Ltd. NEW YORK AGENCY: 51, Broadway.

IMPERIAL BANK OF CANADA

Capital Paid Up \$7,000,000.00
Reserve Fund.. .. 7,500,000.00

Head Office - - - - - TORONTO

PELEG HOWLAND, President.

180 BRANCHES THROUGHOUT THE DOMINION OF CANADA.

AGENTS:—ENGLAND, Lloyds Bank, Ltd.; SCOTLAND, Commercial Bank of Scotland, Ltd. Special facilities for transfer of moneys to all parts of Canada by mail or cable. Information furnished regarding Canadian Securities and Investments.

Letters of Credit, Drafts and Travellers' Cheques issued available in all parts of the World. Special attention to collections.

SAVINGS BANK DEPARTMENT at all Branches. Interest allowed on Deposit at current rates.

A GENERAL BANKING BUSINESS TRANSACTED THROUGHOUT THE DOMINION OF CANADA.

ROYAL BANK OF SCOTLAND

Incorporated by Royal Charter, 1727.

Paid-up Capital - - - £2,000,000
Reserve and Undivided Profits - £1,030,470
Deposits - - - - £29,202,380

Head Office - ST. ANDREW SQUARE, EDINBURGH.

Cashier & General Manager: A. K. WRIGHT.

Secretary: J. B. ADSHEAD.

London Office - - - 3, BISHOPSGATE, E.C.2.

WM. WALLACE, Manager.

Glasgow Office—

ROYAL EXCHANGE SQUARE & BUCHANAN STREET.

A DENNISTOUN, Agent.

187 BRANCHES THROUGHOUT SCOTLAND.

Banking Business of every description transacted. Deposits received at interest repayable at call or at notice. Drafts, Circular Notes, Letters of Credit and Cable transfers issued—available throughout the world. Foreign Exchange. Accounts opened and Agency business undertaken for Foreign and Colonial Banks and other financial establishments. Correspondence invited.

A marble tablet to the memory of fallen parishioners was unveiled on Sunday in the Parish Church of Virginia Water. Among those present were Mr. Donald Macmaster, K.C., M.P. and Mrs. Macmaster, the name of whose only son appears on the tablet.

The importation into Canada of livestock from Scotland only has now been resumed, subject to permits issued by the Ministry of Agriculture at Ottawa. All importation of livestock from England indefinitely.

BANK OF MONTREAL. EST. 1817.

Paid-up Capital, \$20,000,000.

Reserve Fund, \$20,000,000

Undivided Profits, \$1,861,614.

BOARD OF DIRECTORS.

R. B. ANGUS, Esq.
H. R. DRUMMOND, Esq.
LT.-COL. HERBERT MOLSON, M.C.
GEORGE B. FRASER, Esq.

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SIR FREDERICK WILLIAMS-TAYLOR, General Manager.
F. I. COCKBURN, Assistant General Managers.
H. H. MACKENZIE
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HEAD OFFICE, MONTREAL

Branches & Agencies throughout Canada & Newfoundland; also at New York, Chicago, San Francisco and Spokane in the United States, and at Mexico City & Havana in Mexico. **ON OFFICES**—47, THREADNEEDLE ST., E.C.2, 9, WATERLOO PLACE, PALL MALL, S.W.1, and 24, COCKSPUR ST., S.W.1. **PARIS AGENCY:** Bank of Montreal (France), 17, Place Vendôme, Paris.

FINANCIAL AGENTS OF THE GOVERNMENT OF THE DOMINION OF CANADA.

London Committee:—SIR THOMAS SKINNER, BART., LT.-COL. F. R. S. BALFOUR, GEORGE CYRIL CASSELS, Manager. The Bank undertakes Monetary Business with all parts of the world, and with its numerous Branches offers exceptional facilities for the transaction of a general Banking business in Canada, Newfoundland, the United States, Mexico and France.

Head Office:
105, ST. JAMES STREET,
MONTREAL,
with BRANCHES in all the
PROVINCES OF CANADA.

Cable Address: "Royaltrust, Montreal."

Reference may be made to the BANK OF MONTREAL, 47, Threadneedle Street, E.C.2, 9, Waterloo Place, Pall Mall, S.W.1, 24, Cockspur Street, S.W.1, for information about the Company.

THE ROYAL TRUST CO.

EXECUTORS and TRUSTEES.

BOARD OF DIRECTORS.

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HUGH A. ALLAN, Esq. G.B.E.
R. B. ANGUS, Esq. WILLIAM MCMASTER, Esq.
HON. C. G. BALLANTYNE, LT.-COL. HERBERT MOLSON, M.C.
M.P. LORD SHAUGHNESSY, K.C.V.O.
G. W. BEATTY, Esq., M.C. SIR FREDERICK WILLIAMS-TAYLOR.
C. W. DEAN, Esq. HOWARD G. KELLEY, Esq.
A. E. HOLT, Esq., Manager.

CAPITAL:

FULLY PAID ... \$1,000,000
RESERVE FUND \$1,000,000

The Company acts as Agent and Attorney for clients residing in Europe—in the investment of Monies and care of Securities—collection of Revenues, &c., &c.

THE ROYAL BANK OF CANADA

Capital Paid Up, \$16,000,000. Reserve Funds, \$17,000,000. Aggregate Assets, \$470,000,000.

HEAD OFFICE, MONTREAL, CANADA.

SIR HERBERT S. HOLT, President.

E. L. PEASE, Vice-President and Managing Director.

C. E. NEILL, General Manager.

540 Branches in Canada and Nfld. 71 Branches in Cuba, Porto Rico, Dominican Republic, Haiti, Costa Rica, Venezuela, Antigua, Bahamas, Barbados, Dominica, Grenada, Jamaica, Montserrat, Nevis, St. Kitts, Tobago, Trinidad, BRITISH HONDURAS, BELIZE. BRITISH GUIANA Georgetown, New Amsterdam, &c. BRAZIL—Rio de Janeiro. Branch in Spain—BARCELONA.

FRENCH AUXILIARY:

THE ROYAL BANK OF CANADA (FRANCE),

PARIS, 28, Rue du Quatre-Septembre.

Manager: Wm. WARREN.

Assistant Manager: N. G. HART.

LONDON OFFICE:
Princes Street E.C.
T. R. WHITLEY, Manager;
Jas. MacKie, Joint Manager.

NEW YORK AGENCY:
88, William Street.
F. T. WALKER, C. E. MACKEWIE, and
J. A. BRATSON, Agents.

THE MERCHANTS BANK OF CANADA

Established 1864.

HEAD OFFICE: MONTREAL

Capital Paid Up, \$7,000,000. Reserve Funds, \$7,574,043. Total Deposits (31st July, 1919), \$150,000,000. Total Assets (31st July, 1919), \$181,000,000.

SIR H. MONTAGU ALLAN, C.V.O., President.

K. W. BLACKWELL, Vice-President.

D. C. MACAROW, General Manager.

A GENERAL BANKING BUSINESS TRANSACTED.

335 BRANCHES IN CANADA, EXTENDING FROM THE ATLANTIC TO THE PACIFIC.

INTEREST PAID ON SAVINGS BANK DEPOSITS.

Agents in Great Britain:—THE LONDON JOINT CITY & MIDLAND BANK, LIMITED, AND THE ROYAL BANK OF SCOTLAND.

Letters of Credit and drafts issued available at any banking point in Canada. Cable transfers can also be made.

SHIPPING NOTES.

The C.P.O.S. R.M.S. *Empress of France* arrived at Quebec last Monday morning at 7 a.m., after a very fast passage from Liverpool direct.

The Houston Line and the Canadian Government Merchant Marine, Ltd., are now despatching steamers at regular intervals from Montreal to the Argentine.

The Canadian Pacific Ocean Services, Ltd., has decided to start a new service from Southampton to Canada, and it will be inaugurated on November 12 by the sailing of the steamer *Scotian* from Southampton. The *Scotian* has been a regular steamer on the Liverpool service. The object of the new service is to cater for passengers from the South of England. The C.P.O.S. will now have a regular service to Canada from Liverpool, London, Bristol, Glasgow, Southampton and Antwerp.

The s.s. *Ritensgaard*, which last month inaugurated the C.P.O.S. direct steamship service between Canada and Norway, is an oil burner, of 7,500 tons, with 308,470 cubic feet of space.

Scantlings were completed at Vancouver last month for

the establishment of a direct monthly steamship service between Vancouver and Marseilles and Genoa, with through bills to the Black Sea, by ships of the Société Générale de Transport Maritimes à Vapour. The first steamer, which left Vancouver last month, was the *Mont Cenis*, of 4,000 tons.

The arrival at Montreal, on its maiden trip from Belfast, where it was built by Harland & Wolff, of the s.s. *New Texas*, of the Elder-Dempster Line, last month, indicates the growing strength of the fleet which that company will be in a position to place on the Montreal-South African service in accordance with the requirements of the trade that offers. The *New Brunswick*, another newly-built ship, arrived a few weeks earlier, and loaded for Cape Town. The *New Texas*, which is 10,500 tons net, loaded with general cargo, including five locomotives for South African railways. Montreal officials of the Elder-Dempster Line state that if the Canadian-South African trade develops, certain of the new ships now approaching completion of the *New Texas* type will be diverted to this route.

— * * —

Caribou are ranging the hills within five miles of Dawson and over an area 50 miles wide by 100 miles in length (says a *Times* cablegram). Every hill is covered with herds.

INVESTMENT NOTES.

(Continued from page 111)

payments followed the Armistice. Speaking of future prospects, he anticipated an early return to the large competition for export business which existed prior to the war.

A third of the Canadian Flour Milling Co.s, the St. Lawrence Flour Mills Co., Ltd., also reports a very satisfactory year's business, though in this case also the profits, though greatly in excess of those for 1917, are slightly less than were shown at the end of August, 1918. Profits for the year totalled \$945,994, and after deduction of bond interest, \$14,235. Preferred dividends, \$10,250, and Common dividends, \$120,000, the balance, \$71,109, was added to the previous balance, making a total surplus of \$322,263 at credit of profit and loss account. Net profits equaled approximately 16 per cent. on the Common stock. The balance-sheet shows that current assets exceed current liabilities by \$517,898, which represents an improvement, in this respect, of about \$62,000.

The Shawinigan Water and Power Co. proceeds from strength to strength. It is announced that the company has just entered into a long-term contract to supply the power requirements of the plant which is being established by the International Paper Co. at the confluence of the St. Maurice and St. Lawrence Rivers. This company, which is one of the largest producers of newsprint paper in the U.S., had, for the purposes of its new plant in Canada, secured extensive rights to develop power from the St. Maurice River. These it has disposed of to the Shawinigan Co. The new paper plant will, it is stated, have an initial output of some 200 tons per day, and will require from the commencement of operations 20,000 h.p., rising to 30,000 h.p. within a short time. At a meeting on October 8 the shareholders of the Shawinigan Co. formally approved the directors' policy, which provides for the creation of a \$50,000,000 bond issue for the purpose of funding the outstanding obligations of the company and to enable the directors to take advantage of future openings for expansion of the company's interests. Speaking to the *Montreal Gazette*, in regard to this development, Mr. Aldred, the president of the company, recalled that "when the organisation of the company was in its early stage he had been urged by one of his colleagues on the board of directors to increase the original bond authorisation from \$5,000,000 to \$6,000,000 in order to provide for possible expansion, but that the likelihood of the Shawinigan undertakings requiring more than an issue of the smaller amount did not appear even on the most remote horizon."

BANKING AND FINANCE.

British Investors' Opportunity.

We have before alluded to the high prices now obtainable for Canadian Provincial and Municipal bonds possessing the option of receiving payments in sterling or currency, frequently materially above the price of issue, and invited our readers to consider the question of taking advantage of such an excellent opportunity of realising and re-investing the proceeds in British War Loans or similar gilt-edged investments showing much higher yields. Our table of "markings" in Canadian securities this week furnishes three remarkable instances of the effect of the rise in the value of the \$ on Canadian Provincial bond issues. Alberta 4 per cent. of 1922, issued at the price of 97 per cent., has been dealt in at the very high level of 104½. At this price the yield is only £3 16s. 7d., and as the premium will, of course, be lost on redemption three years hence, the net yield is only about 2½ per cent. The 4½ per cent. Loan, 1924, has marked at as high as 108½, the yield here being £4 2s. 9d., and allowing for loss on redemption, also appreciably less. In this case the bonds were issued at 97½ per cent., or £100 3s. 5d. per \$500 bond. Saskatchewan 4 per cent. Ten-year Debentures, 1923, have been dealt in at 105, the yield in this case being the relatively small one in these times of £3 16s. 2d. per cent., and materially less allowing for the loss on redemption in about four years from now. In the last-named instance the bonds were placed at 96 per cent.

Gambling in Exchange.

Such abnormal conditions are, of course, due wholly and solely to the rise in the value of the dollar, which enables Canadian capitalists to pay these high prices for their own bonds and still secure them upon relatively attractive terms. The point which we desire to emphasise is that in not taking advantage of the present opportunity to realise upon such tempting terms British holders are sacrificing an immediate and substantial advantage on the off-chance of similar conditions obtaining at the respective dates of maturity of the various loans in question. Our point will be the better appreciated perhaps if we remind our readers that the average prices respectively for 4 and 4½ per cent. Canadian Provincial bonds lacking the dual option of receiving payments in sterling or currency are 79½ and 83½, and that any substantial recovery in the value of sterling would assuredly be followed by a corresponding decline in the prices of those bonds which have

been forced to abandon them. It can be seen, also, that no one can at present determine with any approximate accuracy the value of a bond at the time period of its maturity, or its value in two years time at present rates, except on the basis of a gamble in exchange, if he does not embrace the present opportunity to secure the capital increment and reinvest the proceeds in one of the various attractive British War Loans, and disregard the possibility of the reverse reaction which would result, should a decline in exchange, and materially increase the interest yield on his capital.

A Successful Scottish-Canadian Trust Co.

One of the most successful in the Anglo-Canadian trusts is the British Canadian Trust Co., whose annual report has just made its appearance. Founded in 1910, this rapidly managed concern, which is domiciled in Dundee, has since 1912-13 been paying dividends at the rate of 5½ per cent. per annum, but with the final dividend increased this time to 7 per cent., the distribution for 1913-14 is raised to 6 per cent. as a result upon which the management is to be complimented. The concern, which is better known north of the Tweed than here, has been so consistently successful in its operations that it better deserves a place among the trust companies quoted in the Official List than many that appear there. The results disclosed for the past year are a reflection of Canadian conditions generally, and incidentally we notice that the directors are able to point out the gratifying fact that interest payments have been well met during the period under review. The gross revenue at £32,519 shows an increase of £3,780, but as expenditure increased to the extent of £1,000 for interest and income tax, the increase in net revenue is £1,880. The balance at the credit of revenue account, including £3,187 brought forward, is £16,204. Deducting interim dividends, the available balance is £12,047. After payment of the final dividend, there is a surplus of £7,015. With £2,000 transferred to contingent fund and a like sum to the reserve, just over £3,000 remains to be carried forward. It is gratifying to learn that the contingent fund now practically covers the present market depreciation on the bonds and stocks held, thus leaving the reserve fund intact. The total investments at £510,131 show an increase of £23,000 over the preceding year. Local faith in the position and prospects of this profitable Scottish undertaking is revealed in the fact that the Debentures falling due at Martinmas have been well renewed at 5 per cent., this being the rate at which new Debentures are being issued for the next three or five years.

Canadian Securities at over 100.

Few people probably realise the large number of Canadian industrial securities which are now quoted at over 100 and frequently at substantially above that figure. Whilst the upward movement which has been in progress during the past twelve months or so is not entirely due to the sensational rise in the value of the dollar, it has latterly played an important part in sending up the sterling quotations for these securities, and is largely indicative of the ability which the abnormal position of the exchange has placed at the disposal of Canadian investors to purchase their own securities in this market with excellent advantage. From this week's record of dealings in Canadian securities we have compiled the following list of shares and bonds quoted at 100 or upwards for the information of our readers, together with the quotations current in August, 1914, immediately preceding the outbreak of war:—

	July, 1914.	Latest Marking.	Rise since July, 1914.
Asbestos Corp. of Canada Pref.	100	128½	69½
Asbestos Corp. of Canada Bonds	96½	105½	15½
Canada Cement Pref.	92½	114½	21½
Canadian Car Pref.	97½	113*	15½
Dominion Canners 1st Bonds	93½	104½	11½
Lake Superior Paper Bonds	72½	102½	30
Montreal Cotton Bonds	95	102½	7½
Orville Flour Mills Common	114½	125½	160
Penmans Bonds	90	104½	14½
Spanish River Pulp Bonds	80	104	24
Spanish River Pulp Pref.	37	132	95
Ridport Pulp Debs.	89½	111	21½
Western Canada Flour Bonds	99½	108½	8½
Canada Steel Bonds	—	103	—
Canadian Vickers Debs.	—	100	—
Canadian General Electric	99½	127½	27½
Canadian General Electric Pref.	118½	109½	9½
Cedars Rapids Bonds	88	100½	12½
Elec. Dev. of Ontario Bonds	94	104½	10½
Kaministiquia Power Common	126½	106	20½
Montreal Light & Power Cap. Stk.	—	102½	—
Shawinigan Water & Power Cap. Stk.	135	139	4
Shawinigan Water & Power Bonds	104½	115½	10½
West Kootenay Power Bonds	104½	107½	3½

Altogether it is a very instructive list, and one that will prove gratifying to those who invested in Canadian industrial securities in the years immediately preceding the war, and who now, instead of—as in many other sections of the Stock Markets—having to face a loss of capital which must often be regarded as irrecoverable, can realise their Canadian industrial and public utility holdings in the great majority of instances upon exceedingly satisfactory terms—terms that very often provide a substantial increment in capital value.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Names and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

RAILWAY EARNINGS (Gross).

Week Ending October 21.

Canadian Northern,	\$1,281,700; increase,
\$92,700.	
Canadian Pacific,	\$4,241,000; increase,
\$732,000.	
Grand Trunk,	£305,517; increase, £39,182.

— * —

A RISING CANADIAN TENOR.

Mr. Dan Jones, late of the Canadian Pay Office Choir, who is studying at the Royal College of Music, had an enthusiastic reception at the Queen's Hall (Promenade Concert) on Thursday evening of last week. He first gave an excerpt from "Pagliacci," and on his second appearance sang "My Dreams" (Tosti), and as encores "Songs of Arab" and "Where My Caravan Has Rested."

— * —

DEPARTMENT OF OVERSEAS TRADE.

Following the recommendation of Lord Cave's Report on the Department of Overseas Trade, the administration of the Consular Department of the Foreign Office has been transferred to the Department of Overseas Trade. The Foreign Secretary will, of course, continue officially to appoint all Consuls. The Commercial Attachés now called Counsellors and Secretaries, according to grade, are also under the Department of Overseas Trade.

Sir Hamar Greenwood, Bt., M.P., the present Secretary of the Department of Overseas Trade (Development and Intelligence), discharges the functions both of a Parliamentary Secretary to the Board of Trade and a Parliamentary Under-Secretary to the Secretary of State for Foreign Affairs.

— * —

The *Anglo-French Review* (2s. 6d) for October contains a good variety of articles and poems well calculated to appeal to members of both nationalities. Sir E. Brabrook writes on "French and British Anthropological Institutes," and Daniel Halévy on "Thiers et la Princesse de Liéven."

PUBLIC NOTICE.

THE CANADIAN BANK OF COMMERCE.

DIVIDEND No. 131.

NOTICE IS HEREBY GIVEN that a DIVIDEND of Three per cent. has been DECLARED upon the Capital Stock of this Institution for the three months ending November 30 next, and that the same will be PAYABLE at the Bank and its Branches on and after Monday, December 1 next, to Shareholders of record on November 15, 1919. The Transfer Books will be closed from November 17 to November 29, both days inclusive.

The Annual General Meeting of the Shareholders for the Election of Directors and for other business will be held at the Banking House in Toronto, on Tuesday the 13th day of January next. The chair will be taken at 12 o'clock noon.

By order of the Board,
CH'ARLES CAMHIE, London Manager.
2, Lombard Street, E.C.3,
October 18, 1919.

ENQUIRY COUPON.

"CANADA," No. 721. November 1, 1919.

This Coupon must be cut out and enclosed with all letters of enquiry except those from annual subscribers.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted, or offered, etc., 4s. 6d. for first three lines, 1s. 6d. per line thereafter. Six words per line. Five insertions for the cost of four.

DONATIONS WANTED.

SOCIETY FOR THE ASSISTANCE OF LADIES IN REDUCED CIRCUMSTANCES. AN URGENT APPEAL TO OUR FRIENDS IN INDIA, THE COLONIES, AMERICA, AND TO ALL OUR ALLIES.—I PLEAD most EARNESTLY to our Brothers and Sisters and Friends in other lands for DONATIONS for my poor Ladies. Some are very old and feeble, and some are chronic invalids. All are suffering from the high prices of food and fuel, and I dread the winter for them. Will friends kindly get up Concerts, etc., and send me the proceeds? I should be grateful if they would do so. £10, £20, or £30 would be of untold value.—EDITH SMALLWOOD, Lancaster House, Malvern, Worcestershire, England.

CANADIAN AGENTS WANTED.

LOCAL AGENT WANTED for each, Nova Scotia, New Brunswick, Montreal, for Journalistic proposition. Moderate capital (entirely in own hand). High remuneration. Highest references required and given. Write Box 883, Sell's Offices, 167, Fleet Street, London, E.C.4.

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ONTARIO.—FOR SALE, FRUIT and VEGETABLE FARM. One of the best located and equipped and highest producing fruit and vegetable farms in Canada; upwards of 96 acres; 1,400 ft. frontage on Lake Ontario; 65 acres of fruit trees; substantially built brick farmhouse of 10 rooms; extensive farm buildings; packing house; three cottages; electric light; approved modern sanitation; excellent facilities for shipment. Price £10,000.—Further particulars from Box 507, "CANADA," Office, Craven House, 113, Kingsway, London, W.C.2.

IMPROVED Farms of from 50 to 200 acres in the heart of Ontario, offered to selected British Colonists, at from £5 to £12 per acre. Houses and farm buildings ready for occupation next spring. Good roads, railways, schools, churches, markets, and facilities for recreation.—For illustrated descriptive booklet, write "C.W.W.", c/o "Canada," Craven House, 113, Kingsway, London, W.C.2.

CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian Professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the residents of Canada in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain may use of this Directory. Instructions can be sent to our Office in Toronto or London, England.

BARRISTERS, SOLICITORS, &c.

MONTREAL—CREELMAN & MILLS (J. J. Creelman, K.C. D.S.O.; A. L. S. Mills, D.S.O.), Dominion Express Building. (Cables: "Joncreel.")

OTTAWA—ORDE, POWELL, LYLE & SNOWDON. Solicitors, &c., 48, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

REGINA, SASK.—ALIAN GORDON, BARRISTERS, BRYANT & GORDON. Barristers, Solicitors, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—RUTHERFORD, WILLIAMSON & COMPANY. Chartered Accountants, Auditors and Trustees. Merchants' Fire Chambers, Toronto. Cable address: "Willco," Toronto. Reference: Bank of Nova Scotia, Church Street.

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SOME Photographers for our Canadian Friends and Visitors.
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Trade and Business.

Leading bankers visiting Western Canada continue to make optimistic reports as to business conditions there.

The Royal Bank of Canada intends to open branches at several points in Brazil. Others have already been opened in Colombia and Haiti.

Canadian bank clearings for the week ending October 18 showed a gain of 20 per cent. over the figures for the corresponding period of 1918.

Building permits issued in Canada during September represented a value five times greater than those for the corresponding month last year.

The excess of exports from Canada over imports into the Dominion during the first six months of the current fiscal year amounts to \$127,000,000.

As a result of conditions arising from the steel strike in the United States practically all lines of builders' hardware in Canada have advanced from 5 to 10 per cent.

Canadian paper manufacturers and newspaper interests are said to have adjusted their difficulties, and there will be a slight advance over the prevailing of \$3.65 per 100 lbs.

The J. H. Ashdown Hardware Co., Ltd., of Winnipeg, Calgary, and Saskatoon, was established in 1869, and to mark its "semi-centenary" an interesting booklet has been issued describing the founding and development of the business. Mr. Ashdown's career, of which a brief sketch is given, is closely linked with the early days and growth of Winnipeg and the West.

The Lignite Utilisation Board, of which Mr. R. A. Ross, of Montreal, is chairman, has decided to erect a plant in Manitoba to manufacture briquettes from Manitoba coal at a rate of 100 tons a day. This, according to Mr. Ross, who has just returned from South-Western Manitoba, is a purely experimental scheme, the intention being to test the commercial possibilities of the manufactured briquettes.

Canada's total wheat yield this year is 135,000,000 bushels, the value of which is probably \$400,000,000.

Mining and smelting authorities declare that Canada can supply 10 per cent. of the world's annual demand for zinc.

The inclusion of the Grand Trunk Railway in the Canadian Government system will give the latter over 21,000 miles of line, and make it the largest single railway system on the American Continent.

In order to provide for certain classes of jam imported from the British Dominions, and made from fruits of varieties not grown in the United Kingdom, the Food Controller has approved a special schedule of prices. The highest price allowed for any of these does not exceed the highest price in the schedule under the Jam (Prices) Order, 1919. No special price is provided for Dominion jams corresponding to similar manufactures produced in the United Kingdom.

The Swiss Mission, numbering over one hundred representatives of trade and commerce in Switzerland, visited Montreal before returning home. During their three days' stay they were given a dinner by the Canadian Trade Commission and addressed by Sir George Foster, and they were also enabled to meet members of the Board of Trade and Chambre de Commerce in trade groups. It is believed that their visit will result in a stimulus to both import and export trade.

In a bulletin issued by the Department of Commerce, Washington, Canada's purchases from the United States for the seven months ending July 31 are placed at \$380,947,000, which is a very considerable reduction from the same period in 1918, which in turn was lower than in 1917. Last year, this return shows, Canada was buying heavily in the United States, and in these seven months bought more goods than all the countries in South America, the West Indies, Mexico, Central America, and Newfoundland combined.

AUCTION SALES.

G.  R.

BY ORDER OF THE CANADIAN GOVERNMENT.

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MECHANICAL TRANSPORT VEHICLES

including:—
29 "KELLY" 40-50 h.p. LORRIES,
1915 models (22 of 3-4 tons capacity and 7 of 2 tons capacity).

1 "DAIMLER" LORRY,
30 cwt. capacity.

1 "CADILLAC" CHASSIS,
fitted with ambulance body, type 53.

12 "CADILLAC" TOURING CARS.
2 "SUNBEAM" TOURING CARS,
Army models.

4 "VAUXHALL" TOURING CARS,
Army standard models.

7 "FORD" TOURING CARS,
5-passenger, standard models.

1 "VAUXHALL" LIMOUSINE.
5 BOX-BODY CARS,

comprising 3 "Fords," 1 "Daimler," and 1 "Reo."

8 "INDIAN" MOTOR-CYCLES,
fitted with two-cylinder 7 h.p. "Indian" motors, standard models; three fitted with side-car combinations.

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are instructed to Sell the above by Auction on TUESDAY, NOVEMBER 4, 1919, commencing at eleven a.m.

On view up to date of sale.

Catalogues and further particulars may be had at the place of sale, and of the Auctioneers, Ashford (Kent), Rye (Sussex), and 2, King Street, St. James's, London, S.W.

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ALL INVESTORS

*Should read the introductory article to the November, 1919, Quarterly Supplement (price 7d. post free) of

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CANADIAN REPRESENTATIVES IN LONDON

Dominion of Canada.

High Commissioner's Office—19, Victoria Street, S.W.1. High Commissioner, the Hon. Sir George H. Pepler, K.C.M.G. Secretary, Mr. W. L. Griffith. (Telephone: Victoria 3350.)
 Emigration Office—Commissioner of Emigration, Lieut.-Col. J. Obed Smith, 21-12, Charing Cross, S.W.1. (Telephone: Victoria 285.)

Province of British Columbia.

Agent-General—Mr. F. C. Wade, British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of New Brunswick.

Agent-General—Mr. P. W. Sumner, Strad, W.C.2. House, 37, Southampton Street, Strand, W.C.2. (Telephone: Gerrard 1581.)

Province of Nova Scotia.

Agent-General—Mr. John Howard, 57a, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General—BRI-GEN. R. MANLEY SIMS, C.M.G., D.S.O., 163, Strand, W.C.2. (Telephone: Gerrard 578.)

Province of Quebec.

Agent-General—Lieut.-Col. P. PELETIER, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5612.)

NEWFOUNDLAND.

High Commissioner—The Hon. Sir EDGAR B. BOWRING, 52, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

A

Amisler, E. J., Edmonton—Rochampton Military Hospital.
 Anderson, J. Walker, Montreal—14, St Peter Street, Manchester.
 Archibald, A. Y., and Mrs., Toronto—Overseas Club, Aldwych.
 Ashley-Cooper, Lt. E. F. (R.N.V.R.), Parksville, B.C.—16, Ford Road, Brockhurst, Gosport.
 B

B

Bélard, Dr. H. S., M.P., Beauce, P.Q.—Kenilworth Hotel.
 Biggs, Frank, and Mrs., New Lisakeel, Ont.—17, Down's Road, Clapton, E.5.
 Bracken, R. Hirst, Vancouver—3, Priory Place, S.W.8.

C

Chillingworth, Lt. Gilbert, Vancouver—Wetmore Works, Burton-on-Trent.
 Clayton, E. J., Deroche, B.C.—22, Part Street, Wellington, Salop.
 Cockburn, Colin A., Toronto—Waldorf Hotel.
 Cornish, D., Montreal—5, Palliser Road, West Kensington.

F

Fieldhouse, George, Winnipeg—8, Hildyard Road, Fulham, S.W.6.
 Foster, Capt. Geo. S., Quebec—Regent Palace Hotel.
 Freeman, L. S., Halifax—Maytree Hotel, 152, Minories, Aldgate.

G

Gould, Chas. L., Toronto—Care of Barclay's Bank, Bishopsgate Street, E.C.
 Graham, J., North Vancouver—Chislehurst, Kent.

H

Hardie, A., Calgary—Church House, Rickmansworth.
 Harman, N., Montreal—Care of High Commissioner's Office.
 Haselock, Captain, Winnipeg—13, Fernhead Road, Paddington, W.9.
 Haynes, B. J., Mifflin, one, Sask.—1, Seaton Street, Cheyne Walk, Chelsea.
 Holt, R. H., Vancouver—187, Marylebone Road, N.W.1.

J

Just, C. F., Ottawa—National Liberal Club.

L

Lambert, Aurele, Ottawa—Royal Automobile Club, S.W.
 Lambert, J. G. (M.D.), Montreal—230, Lauderdale Mansions, Maida Vale.
 Leuber, B. L. (O.R.S., 13th Bn.), Williams-town, Ont.—46, Clarence Street, Egham, Surrey.
 Lendox, Flt. Lt. J. C., Lachute, P.Q.—Y.M.C.A. Headquarters, Tottenham Court Road.
 Lemieux, Hon. Rodolphe, Ottawa—Hotel Rubens.
 Lloyd, C. V., Stratford, Ont.—17, Penywern Road, Earl's Court.

Mac Mc.

McBride, P. W., Waterville, N.S.—Maytree Hotel, 152, Minories, Aldgate.

McDougall, J. G., Edmonton—Care of High Commissioner's Office.

N

Newington, P. B., Vancouver—65, Kensington Gardens, Baywater, W.

P

Pepler, Major S. B., Toronto—Brown's Hotel, Albemarle Street.
 Pepler, Lt. H. W. E. (C.F.A.), Toronto—Thackeray Hotel.
 Perkins, Chas. C., Sherbrooke—Care of Agent-General for Quebec.

R

Rough, Capt. H. L., Victoria—211, Howe Street.

BRAND'S MEAT LOZENGES

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S

Smart, Charles A., Montreal—Carlton Hotel.
 Smith, Capt. C. Marshall, Vancouver—47, Threadneedle Street, E.C.2.
 Stanley, J. F. A., Winnipeg—47, Huddleston Road, Tufnell Park, N.7.
 Storey, Chas., Vancouver—42, Napier Road, West Ham.

W

Webster, Lt. H. (R.N.V.R.), Vancouver—H.M. M.L., 112, Portsmouth.
 Wetton, Lt. T. C. (Devonshire Regt.), Winnipeg—Care of Canadian Emigration Office.
 Williams, Lt. B. M. (R.A.F.), Saskatoon—56, Queen's Avenue, Caroh End, Finchley.
 Wilson, J. P. (ex-C.S.M., 10th Bn.), Weyburn, Sask.—9, North Street, Egham, Surrey.

OVERSEAS OFFICERS.

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The Canadian Magazine (25 cents) for October contains several articles of more than ordinary interest. A peep into Canadian history is afforded by Fred Landon's "From Chatham to Harper's Ferry," The Harper's Ferry (Virginia) raid of October, 1859—"the most dramatic incident in the slavery struggle before the Civil War"—was conceived, more than a year before it actually occurred, in Chatham, Ont. The article deals, of course, with the activities of John Brown, the famous Abolitionist, whose subsequent death on a Virginia scaffold did more to arouse the American conscience on the slavery issue than a century of propaganda work could have accomplished. The wonders of Waterton Lakes Park—nearly equal in extent to Prince Edward Island—are described by Aubrey Fullerton. Waterton, Canada's new national playground, is situated in the south-west corner of Alberta. E. E. Braithwaite writes on "The Problem of the Teacher." Sir John Willison continues his "Month to Month" series of intimate essays, and A. R. Hassard resumes his articles on "Great Canadian Orators," writing of Nicholas Flood Davis. One of the poems in the issue—"Jack," by Virginia Coyne—goes straight to the heart because of its simple yet compelling theme.

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Wednesday, November 19.—Metagama.
 Monday, December 1.—Minidosa.

Liverpool to Halifax.

December.—Empress of France.
 Glasgow to St. John.

Saturday, November 22.—Pretorian.
 Bristol to Montreal.

Wednesday, October 22.—Sicilian.
 London to Montreal.

Wednesday, November 5.—Tunisian.
 London to St. John.

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 Wednesday, November 26.—Lupland.
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 Liverpool to Halifax and Portland.
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 Wed., Nov. 13.—Manchester Exchange.
 The C.P.O.S. Scandinavian is due with mails on Monday and the Empress of France next Saturday.

The first winter mail boat sailing direct to St. John will be the R.M.S. Metagama, on November 19. During the winter months the Empress of France will run between Liverpool and Halifax, her first sailing from Liverpool to Halifax being on December 6.

The last Manchester Line sailing direct to Montreal will be the Manchester Corporation, on October 30; thereafter sailings will be to St. John.

* * *

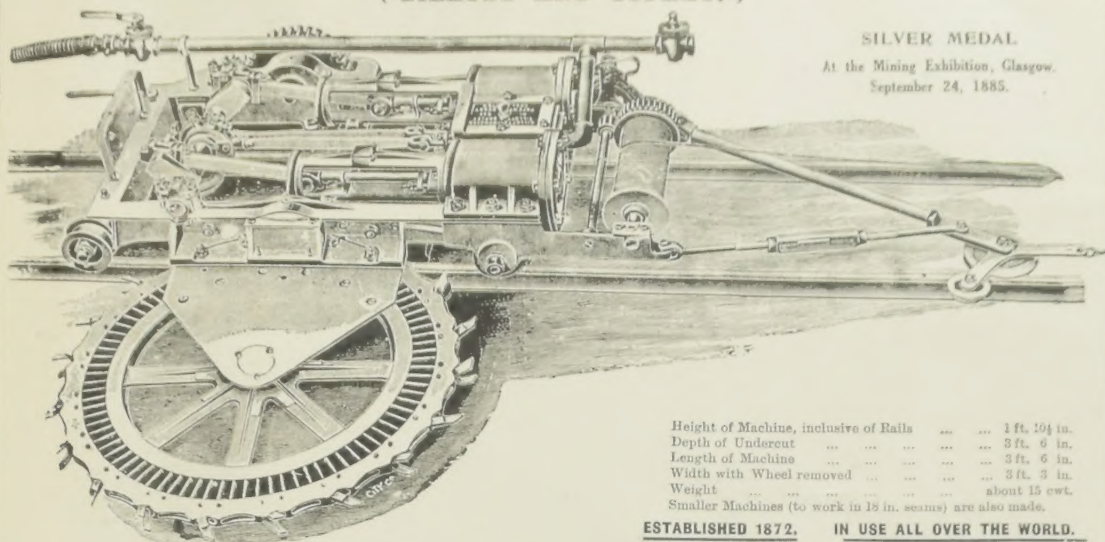
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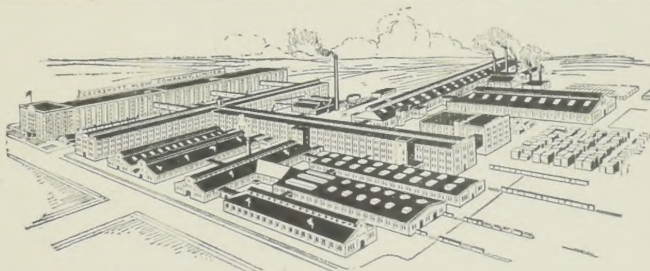
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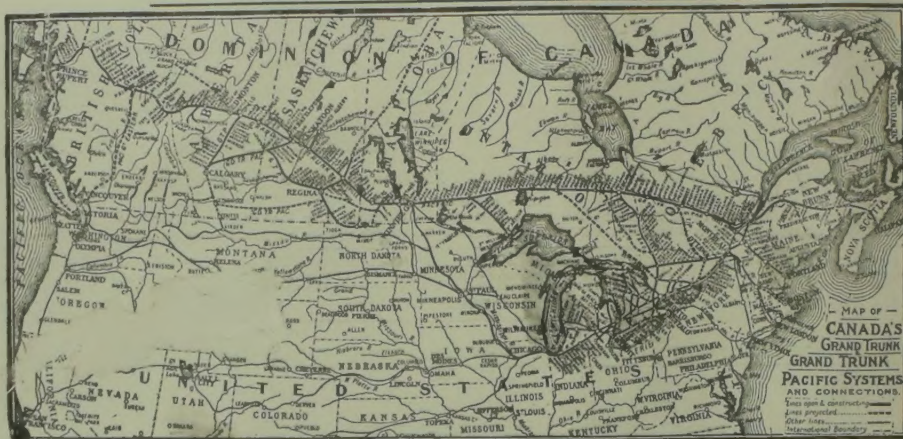
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